



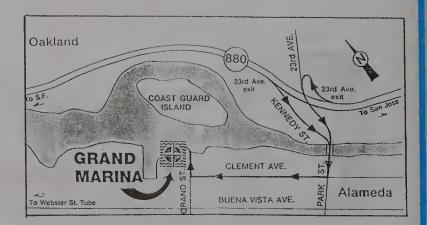
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John Liebenberg's Express 27, "Friday," won her division in this year's Pete Smith Series, four races that make up the Midget Ocean Racing Association's spring schedule.

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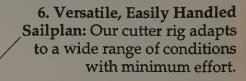
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27, 29, 32, 35, 38, 44



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COVER PHOTO: Latitude/Rob
Aloha Spirit: Hawaii YC's Friday Night Races are
among the most laidback in the world.

Graphic Design: Karen Toms
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Latitude 38 welcomes editoriol contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance of publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, infocus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by aself-addressed, stamped envelope. Submissions not accompanied by an SASE wiii not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mall. Send all submissions to Latitude 38, P.O. Box 1678, Sousolito, CA 94966. For more specific information, request writers' guidelines from the above address.

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21' MARIEHOLM2,500
25' CAL4,000
27' CAL 2-27, diesel17,500
27' O'DAY15,000
27' CAL 27 MKIII24,900
27' CS, diesel19,500
29' BAYFIELD, pocket cruiser 24,900
30' SANTANA25,000
30' CATALINA CALL
32' ISLANDER 31,000
34' PANDA84,000
34' WYLIE39,500
34' PEARSON68,000
35' FANTASIA center cockpit 64,900
35' SANTANA CALL
35' BREWER CUTTER 74,500
35' NIAGRA77,900
35' ERICSON34,500
36' FREEDOM, 1987114,500
36' PEARSON 36564,500
36' PEARSON85,000
36' S-2 center cockpit72,900
37' BENETEAU 375, 1986 87,500
37' HUNTER, cutter rig 54,900
37' O'DAY, 198259,500
37' TAYANA, 198589,500
37' PASSPORT124,900
38' SABRE159,000
38' BENETEAU(2) 87,500
38' MORGAN61,000
38' HINCKLEY88,000
38' FARALLONE CLIPPER25,000
38' HANS CHRISTIAN T, 1986 135,000
40' PASSPORT(2) 142,000
40' BENETEAU IOR one-ton 115,000
40' BERMUDA, Hinckley 134,000
40' BENETEAU 405, 1989 130,000
41' NELSON-MAREK 59,000 41' C&C 114,500
43' MASON 125,000
43' CHEOY LEE mtr sailr, '89 249,500
43' BENETEAU Oceanis 430 '90 184,500
44' PETERSON, center cockpit 99,000
44' ALDEN CUTTER 265,000
50' PASSPORT495,000
50' HINCKLEY SOU'WESTER 365,000
51' PASSPORT, center cockpit 325,000
53' MASON 325,000
54' MAPLE LEAF215,000



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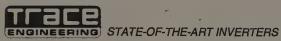
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Latitude 38

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BROKERAGE -

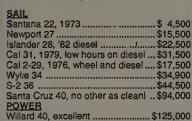
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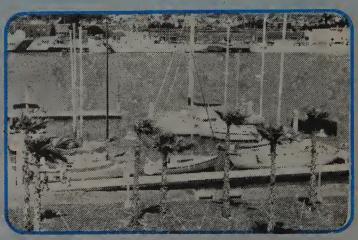
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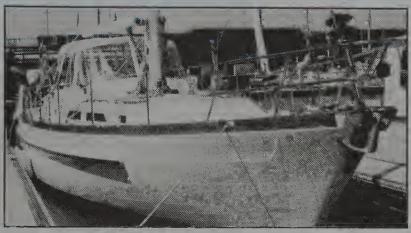
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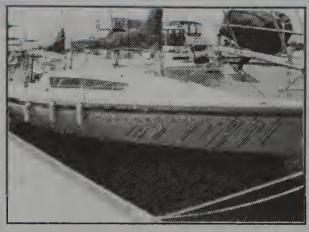
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27'	SANTA CRUZ	13,900
28'		2 from 12,500
29'	ERICSON	2 from 16,500
29'	ELITE	29,500
30°	ODYSSEY	16,900
30'	8RISTOL	30,000
30'	FREEDOM	59,500
30'	ERICSON 30+	36,000
30'	S-2 9.2	29,900
30'	CATALINA	New Listing
32'	VALIANT	39,500
32'	WESTSAIL	2 from 43,000
32'	CHEOY LEE	34,900
33'		29,500
33'	PEARSON 10 MET	TER36,9SO
33,	CUSTOM STEEL	55,000
33'	HUNTER	28,500
34'	HANS CHRISTIAN	69,500
34'	HUNTER	2 from 44,500
35'	CT	49,500
35'		39,500
35'	SANTANA	from 38,500
35'	RAFIKI	
35'	BREWER	74,500
35'	HUNTER LEGEND	74,000

6'	ISLANDER	39,500
7'	EXPRESS	115,000
8,	SABRE	New Listing
0'	CHEOY LEE OFFSHR 40	69,500
ľ	KINGS LEGEND (2)	
ľ	CORONADO	
1'	YANKEE CLIPPER	
1'	FREEPORT	. 2 from 75,000
3'	ALDEN SCHOONER	
3'	YOUNG SUN	84,500
4'	PETERSON	
ς'	CORONADO	79,500
5'	MULL	New Listing
5'	COLUMBIA	Reduced 84,500
5'	EXPLORER	99,000
7'	STEVENS	178,500
8'	S&S, 1971	99,500
5'	SWEDE	
7'	SPAULDING	

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27' ERICSON 30' ODYSSEY 33' HUNTER 35' FORMOSA 41' YANKEE CLIPPER

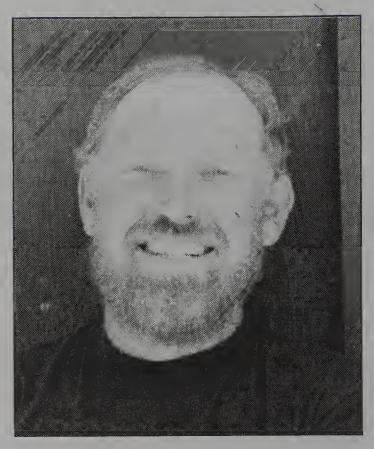
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• 44	NORDIC	. 149,50
	CHALLENGER KETCH	
• 39	CAL	74,00
* 38'	HANS CHRISTIAN,	, 95,00
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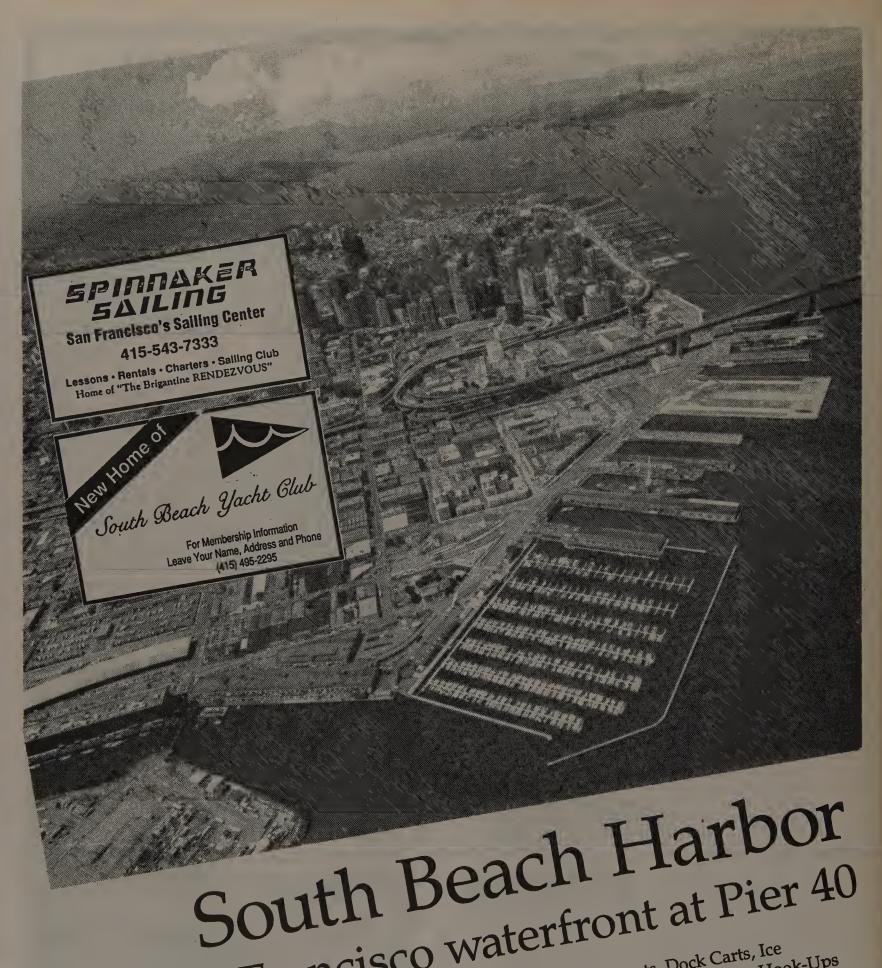
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40°.	CL OFFSHORE	
36'	COLUMBIA	21,500
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• 36	CATAUNA	
* 34'	3ABRE	00.00
34	ALOHA	00000
• 33'	RANGER	200
• 33'	NEWPORT	
33'	PEARSON 10 METER	
* 32	ERICSON	69,500
• 32	ELITE	49,000
• 32	SLANDER	
• 32	COLUMBIA 9.6	
• 30'	SANTANA	
30	NONSUCH	
	C&C	
	CONTEST	
• 27	ERIOSON ,	
21	EXPRESS	6,588

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CALENDAR

Nonrace

August 3-4 — Oyster Point Speed Sailing Weekend sponsored by the San Francisco F-27 fleet. For further info, call Helms Yacht Sales at 865-2511.

August 7, 14, 21, 28 — Wednesday Hump Day Sails. Sail every Wednesday night with Club Nautique from 6-8 p.m.; \$5 cost includes barbecue following sail; alternates between Sausalito and Alameda. Call 865-4700 for details and reservations.

August 10 — Lake Tahoe's 19th Annual Concours d'Elegance. Close to 100 vintage boats in 15 classes will be on display from 10 a.m. to 4 p.m. at the Tahoe Boat Company in Tahoe City. Info, (916)

August 11 — Ballena Bay YC Annual 'Dinghy Dip'. Fun and games; open to all; starts at noon; barbecue afterwards. Ballena Bay YC, 523-BBYC.

August 11 — Family Day at Lake Washington Sailing Club. Sacramento's oldest (founded in 1939) sailing club. Noon 'til dusk; Doug McDougall, (916) 451-6613.

August 17 — Petaluma River Festival. Steamboat and raft rides, entertainment, food and drink, crafts and tours of the 1891 scow schooner Alma. In the Petaluma River Turning Basin, 7 a.m. - 8 p.m.; (707) 762-5331.

August 17 — Marine Flea Market at Peninsula YC (1536 Maple Street, Redwood City). Victoria Kearney, 365-9257.

August 24 — Cal 20 Fleet Dinner at Golden Gate YC. Racers and cruisers invited; 6 p.m.; Peter Fowler, 658-8192.

August 25 — Islander 36 Week-Long Cruise to the Delta. Dana Smith, 928-1533.

August 25 — Full moon. Be excellent to each other.

August 27 — Combined meeting of The Sailing Network and Sailing Education Adventures, featuring a slide show on "Cruising Mexico". Begins at 7 p.m. at the Sausalito Cruising Club; free. Lynne Orloff-Jones, (707) 557-4648.

August 31-September 2 — Westsail Rendezvous at Stuart Island (San Juan Islands, WA). Jerre Lawson, (206) 392-3996.

September 4 — Coastal Navigation Seminar by Richard Winter at Stockdale Marine Theater (Sacramento); 7 p.m.; free. For more info, (916) 332-0775.

September 7 — Reunion and Raft-Up of graduates of the College of Alameda's classes in piloting and navigation. For location and other details, call Sam Crabtree, 372-0144 or 427-2320.

September 7 — Nautical Flea Market at Encinal YC. New and not-so-new marine gear, nautical crafts, food and drinks; 7 a.m. for sellers; 8 a.m. for buyers; Skip Cooper, 769-0221.

September 9 — Coastal Piloting Course offered by Flotilla 22 of the U.S. Coast Guard. Held at Coast Guard Island on the Oakland Estuary, this is the first of a dozen Monday evening meetings. Nominal charge for books and charts. Lynn Louden, 530-4457.

September 11 — College of Alameda 'Coastal Piloting' classes begin. COA, 522-7221.

September 13-15 — Westsail Rendezvous at La Playa Anchorage in San Diego. Dennis Klempel, (619) 523-0814.

September 14-22 — Northern California Fall In-the-Water Boat Show at Marina Village Yacht Harbor (Alameda). The Bay Area's oldest, biggest and arguably best boat show. Northern Caifornia Marine Association, 521-0413.

Racing

August 1-4 — Governor's Cup. Youth match racing at Balboa

YC in Newport Beach. BYC, (714) 673-1070.

August 1-10 — Champagne Mumm Admiral's Cup off the southern coast of England. Bravura, Vibes and Champosa VII will represent the United States.

August 3 — Encinal YC's Second Half Opener & Pool Party.

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Learn how to operate, maintain, and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays.

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Saturday 10am to 7pm Sunday 10am to 6pm Weekdays 12 to 7pm

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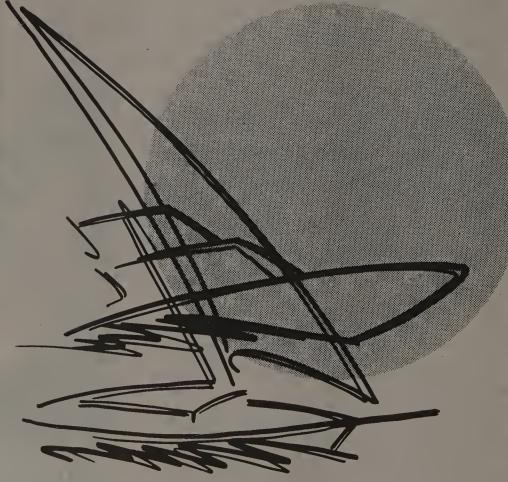
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For more information: (415) 292-3210

CALENDAR

YRA, 771-9500.

August 4-9 — El Toro North Americans at Oak Harbor YC (on Whidbey Island, Washington). Ron Locke, (415) 339-0387.

August 7-10 — Moore 24 Nationals in Santa Cruz. JFK, Marilyn and Elvis are all pre-registered. Jim Morrison and Jimi Hendrix are expected to be there, too. Paul Reid, (408) 429-1421 (home).

August 11-17 — Mistral Worlds, one of the biggies in the world of stand-up sailing. StFYC, 563-6363.



Wylie Wabbits: the punniest class around.

August 9-16 — International Etchells 22 World Championships. Hardball racing on the Berkeley Circle; San Francisco YC, 435-9133.

August 10 — Area G Eliminations for the George Hinman Trophy (U.S. Team Race Championship): three-on-three team racing in FJs hosted by Encinal YC. Blake Middleton, 723-2811 (w).

August 10 — Wylie Wabbit Wiver Wun, a weally wadical weach and wun to Bwannan Island. Steve Bates, 527-6563,

August 10 — All Hans Christian Regatta. Encinal YC; Harold Rosario, 521-5636.

August 10-14 — USYRU/Rolex Junior Women's Sailing Championship, better known as the Leiter Trophy. Open to any girl 13-18 years old; sailed in Laser Radials; hosted by Sausalito YC. Ray Kuhn, 383-3642, or Vicki Sodaro, 381-1223.

August 11-16 — Olson 30 Nationals. Santa Cruz YC, (408) 425-0690.

August 22, 1968 — Frenchman Bernard Moitessier set out from Plymouth, England, to sail in the Golden Globe Race, the first singlehanded non-stop round-the-world race ever held. The British Sunday Times newspaper sponsored the ill-fated event, which could be started from any port in England between June and October. Nine contestants entered, but only one — 30 year old Robin Knox-Johnston aboard Suhaili — actually finished. Six of the fleet broke down before even rounding the Cape of Good Hope, among them the infamous Donald Crowhurst — who apparently committed suicide rather than carry out his elaborate hoax of 'winning' the race. Another entrant, Nigel Tetley, made it to within 800 miles of the finish when his trimaran fell apart. Moitessier, the last entrant in the race, did sail around the world, but elected not to return to Plymouth to finish the course. Rather, he sailed halfway around the world again, finally putting in at Tahiti after 301 days and 37,455 miles.

August 24 — Summer Regatta at Lake Washington Sailing Club (West Sacramento). Dan Clark, (916) 488-1761.

August 24-25 — Open 30 Regatta. If you miss this show, you can catch the next one at the Big Boat Series (Sept. 12-15), where the '30-somethings' will be the post-race cocktail hour entertainment. StFYC, 563-6363.

August 24-25 — Drakes Bay Ocean Race. YRA, 771-9500.

August 24-25 — First Annual SBRA Scott Rovenpera Youth Sailing Regatta. Encinal YC will host this 5-race junior sailing event in honor of staunch SBRA supporter (and Fireballer) Scott Rovenpera. Lynette Harter, 692-7555.

August 30 — Windjammer's Race: Baker's Beach to Santa Cruz. Every handicap system imaginable will be used, inluding a motor allowance fleet ("The venerable Moss Back Committee will screen



August 23, 1991,12 noon



65' aluminum ketch, "Japi Hermes", Built 1976, Great Britain, 85 HP Perkins, 4KW Vetus, 18 Lewmar winches, 8 sails, 4 cabins, 10 berths, lots of electronic, navigational and other equipment. Located in Eureka, CA Sale #91-28-222

August 22, 1991, 12 noon



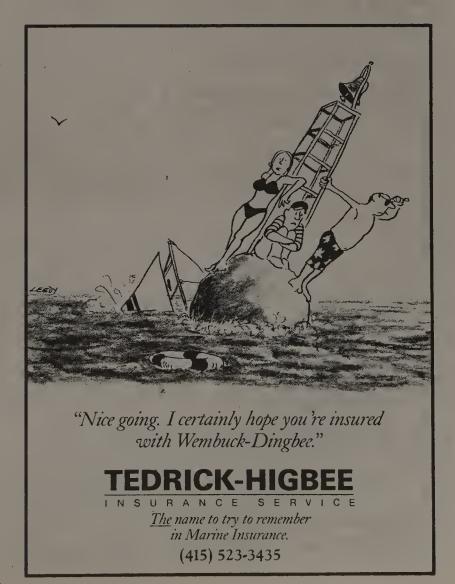
39' Jensen/Cal, "Tiara" 1971, 30 HP Yanmar, 9 Banent wiriches, 2 cabins, 6 berths. Ready for interior refinish.

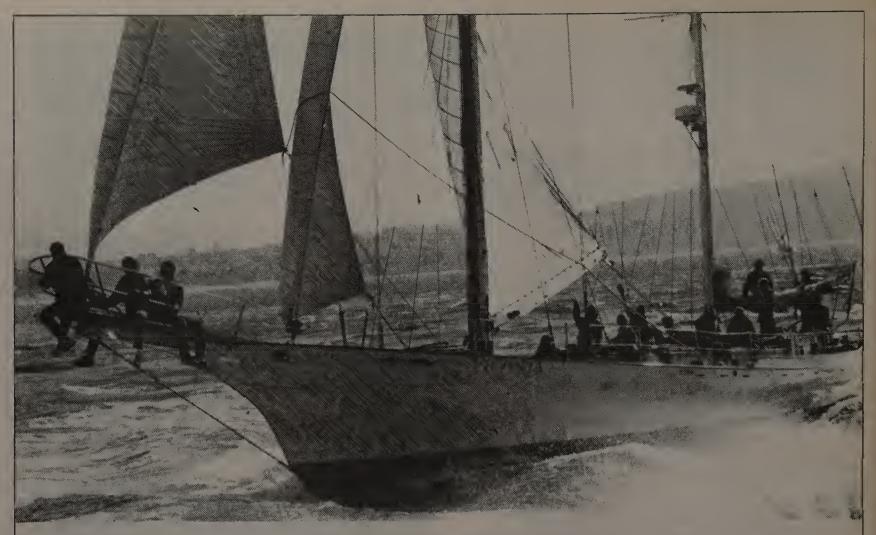


41' Islander, "Nino" 1976, 30 HP Volvo Penta, 10 Barlow winches, white/white, 2 cabins, 6 berths.

Located in Richmond, CA Sale #91-29-221

For more information on the above auctions and free information packet, call John at EG&G Dynatrend, 213-787-0080





VICTORIA FOR SAIL

The flagship of the Stanford University Sailing Program is for sale. Designed by L. Francis Herreshoff, Victoria is a sistership to the world renowned Ticonderoga. She was built in 1974 by the P. Vos Shipyard in Auckland, New Zealand. Her beautiful interior, with its walnut and cherry paneling, marble counters, brass lamps, mirrors and exquisite joinery was designed by Joseph Artese and built by Kettenberg Marine in San Diego.

Sealed bids may be submitted to:

Stanford University Surplus Property Sales, 330 Bonair Siding Road, Stanford, CA 94305.

Bids will be accepted until 1:00 pm on Thursday, August 15th, 1991, at which time and place all bids will be publicly opened.

Victoria is available to be shown by appointment only.

For information, please contact Michael Donovan at (415) 728-3331.

Type: Ketch
LOA: 89'5"
LOD: 71'11"
LWL: 63'10"
Beam: 16'
Draft: 7'9"

Displacement: 108,000 lbs.
Sail Area: 2,897 square feet

Year Built: 1974

Hull Construction: Cold molded kaori with epoxy bonding Builder: P. Vos Ltd., Auckland, New Zealand Interior: Kettenberg Marine, San Diego, CA

Designer: L. Francis Herreshoff

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entries in the motor allowance fleet to insure that the spirit of the division is preserved. Their decisions will be arbitrary, unreasonable, unpredictable and final..."). Larsen Sails, (408) 372-8666.

August 30-Sept.2 — Audi/Sailing World San Francisco NOOD Regatta. Primo one design racing for 8 classes: J/24 & 35, Olson 25 & 30, SC 27, Express 27, Hawkfarm and Santana 35. Doubles as the Nationals for Olson 25s and SC 27s. StFYC, 563-6363.

August 31-Sept. 2 — Redwood Regatta, sponsored by Humboldt YC at Big Lagoon (35 miles north of Eureka). Two days of racing, free camping and launch, barbecues, etc. "It's kind of like Baja in flannel with lots of steady wind," says organizer John Bradley. "Call me at (707) 443-2816 for a personal pep talk."

August 31 — Jazz Cup, a downwind race from the Central Bay to the funky, historic town of Benicia. Stick around for the Benicia Jazz Festival that weekend, or take off into the Delta. Sponsored by South Beach and Benicia yacht clubs. Call SBYC (495-2295) for

September 4-7 — Catalina 27 Nationals at Richmond YC, Four Olympic Circle races and a distance race; dinner and annual class meeting on Sept. 6; Gary Hausler, 522-7053.

September 6-13 — Rolex International Women's Keelboat Championship. The fourth running of this prestigious event, once again to be sailed in J/24s out of Ida Lewis YC (Newport, RI). Mary Johnstone, (401) 849-6229.

September 7-8 — Monterey Plaza Cup Regatta, aka the 'Bill Lee Regatta'. This year, the invited classes are Santa Cruz 70s, 50s, 40s and 27s. Fast is fun! Sponsored by the Monterey Peninsula YC and the Monterey Plaza Hotel; Dave Morris, (408) 384-8359, or Harvey Kilpatrick, (408) 624-1234.

September 12-15 — Big Boat Series. StFYC, 563-6363. September 14 — Jim Ong Ocean Triangle. YRA, 771-9500.

September 21-28 — International One Design (IOD) World Championship at San Francisco YC. A fixture on the Bay since 1953 (Lon Price had the first one), the graceful IODs are still going strong. Sailors from as far away as Bermuda, Norway and the East Coast will sail in this round-robin competition, dedicated this year to the memory of three-time IOD world champion Jake Wosser. Susan Rawson, 882-5114.



Surfing safari: 'Strider' in the Molokai Channel.

September 24-28 — USYRU Adams Cup Finals for the U.S. Women's Sailing Championship. Held in Solings out of the Corinthian YC; Linda Corrado Roy, 435-8044.

September 25-29 — Fourth Rolex Swan California Regatta, held for the first time at St. Francis YC. Co-sponsored by Rolls Royce cars and Ruffino wine, this classy event even has a 'blazer and tie' dress code at their parties. StFYC, 563-6363.

October 19-20 — Hot Tuna Rally for Santana 35s. Call Byron Mayo at 521-2356 for details.

October 26-27 — Great Pumpkin Regatta. Richmond YC, 237-2821.

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WHAT'S THE LATEST AMERICAN BOAT **BUILDING SUCCESS STORY YOU'VE HEARD?**

With today's doubt about the virility of our American industries, it is a joy to point out the success of a company like Corsair Marine. Starting out in business when most boat building companies were going out of business, Corsair has just finished their 250th boat.

Their product, the F-27, embodies the American spirit to build their boat to the highest standard using the best available technology and never accept second rate.
Obviously, their Ideas pald off. You might ask yourself
- Why Is the F-27 class growing while others are shrinking? The F-27 Is fast, strong, stable and safe.

With sailing speeds of 25+ knots the F-27 can blow past a J-44 or out-surf a Santa Cruz 50. Not bad for a "family cruiser". (Cruising she goes about 55 on the highway!) The fastest growing one-design fleet in America, the F-27 offers super high performance and an exciting new class unlike any other.

STRONG

Strongly engineered, the F-27 is made of state-of-the-art materials. Both the Atlantic and the Pacific Oceans have been crossed by owner-sailed F-27s, yet at 2,600 pounds, the F-27 can be towed by an average-size vehicle. Drawing only 14 inches of water, the F-27 can go where no other sailboat would dare! And the F-27 can be pulled right up on the beach . . .

Because the F-27 sails nearly level and has a roomy cruising interior, she makes a great family sailboat. And because the F-27 is trailerable, you can cruise wherever you want. Set-up time is about 20 minutes.

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The F-27 is made of space-age, light but strong materials. F-27s were designed to be strong enough to cross open oceans.



LANCER 36. Just sailed in from Panamo. Boat shows in bri condition w/loads of cruising geor. Reody to go at \$56,900.



CATALINA 36. Popular cruiser design. Even harder to find at \$54,500





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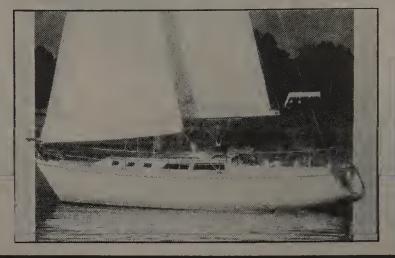
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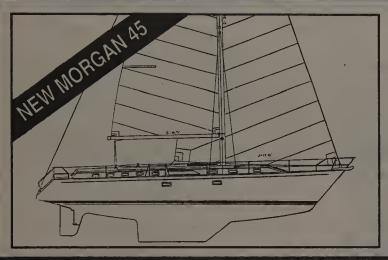
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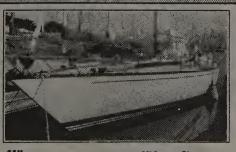
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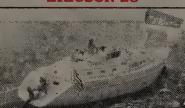
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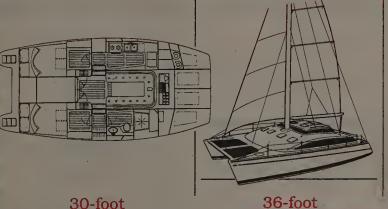
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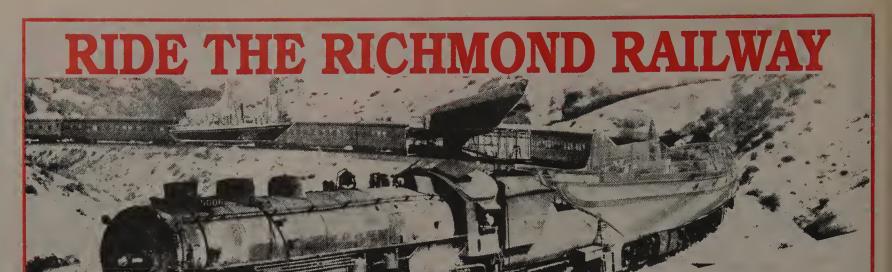
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CALENDAR

November 15-16 — Long Beach to Cabo San Lucas Race. Two starts for IOR, SCORA and PHRF boats. Start planning now! Long. Beach YC; Roby Bessent, (213) 434-5711.

Beer Can Races

BENICIAYC — Thursday Night Series (every Thursday through August). Dick Fox, 372-6636.

BERKELEY YC — Friday Night Series (through September 27). Absolutely free. Paul Kamen, 540-7968.

CORINTHIAN YC — 17th Annual Friday Night Series (every Friday through September 6) Fred Borgman, 435-2777.

ENCINAL YC — Summer Twilight Series (8/2, 8/16, 9/6, 9/20, 10/4). John Hughes, 523-7132.

GOLDEN GATE YC - Series II (8/9, 8/23, 9/6). GGYC, 346-BOAT.

ISLAND YC — Summer Series (8/9, 8/23, 9/13, 9/27). Lynette Harter, 378-2552 (work).

OYSTER COVE MARINA — Tuesday Night Beer Can Series (every Tuesday night through the end of October). Dick Timothy, 952-5540.

OYSTER POINT YC — Friday Night Series (8/23, 9/27). Lynda Malloy, 952-7403.

RICHMOND YC — Wednesday Night Beer Can Races (first and third Wednesday of the month through September). Harris Lavine, 237-6180.

SANTA CRUZ — Wet Wednesdays, the quintessential (and free) NorCal beer can series. Dave Wahle, (408) 476-5629.

SAUSALITO CRUISING CLUB — Friday Night Late Series (8/9, 8/23, 9/6, 9/20, 10/4) John Ruffino, 234-2152.

SAUSALITO YC — Sunset Series, second half (8/13, 8/27, 9/10,

9/24). Penny Dudley, 332-7400.

SIERRA POINT YC — Friday Night Series (8/9, 9/13). Steve Sears, (408) 725-1866.

TIBURONYC — Friday Night Races (through 9/13). Free racing; cheap BBQ afterwards; 6:30 first gun. Mike Hauser, 924-7132.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

August Weekend Currents

date/day	slack	max	slack	max
8/03Sat	0154	0441/2.2F	0803	1022/1.9E
	1301	1631/2.2F	1923	2253/3.9E
8/04Sun	0306	0558/2.3F	0927	1127/1.5E
	1410	1734/2.1F	2024	2357/4.2E
8/10Sat	0132	0445/5.6E	0834	1133/4.6F
	1447	1720/3.5E	2035	2330/3.8F
8/11Sun	0225	0532/5.4E	0916	1214/4.4F
	1524	1802/3.9E	2126	
8/17Sat	0220	0522/2.3F	0831	1028/1.3E
,	1357	1650/1.7F	1943	2259/3.3E
8/18Sun	0330	0641/2.3F	0946	1141/1.0E
	1510	1759/1.5F	2044	
8/24Sat	0104	0410/4.3E	0805	1106/3.5F
	1410	1638/2.8E	2001	2250/2.9F
8/25Sun	0144	0445/4.3E	0834	1129/3.5F
	1438	1710/3.2E	2037	2326/3.1F
8/31Sat	0019	0315/2.7F	0641	0902/2.1E
	1144	1505/2.3F	1752	2128/4.1E

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27' CAL 2-27 17,500 3	S' HANS CHRISTIAN 65,000	45' HANS CHRISTIAN 132,000	34' SILVERTON 2 from \$9,500				
28'+ERICSON, '82 28,000 3	6' CS, racer,loaded 69,500	44' CARDEN MICH 140 500	34' GRAN SPORT 120,000				
29' RANGER 10,000 3 30' BRISTOL 30,000 3	5° HANS CHRISTIAN 65,000	49' TRIMABAN 40 000	40' BELL135,500				
30' BRISTOL 30,000 33	7' TARTAN 76,000	40 IKIMAKAN 60,000					
30' CAL, 9.2)' LANDFALL 75,000	60" HERRO CMNT \$5,000	42' UNIFLITE 135,000				
30' S2, aft cabin 32,000 4'	1' CORONADO 59,000	118'SCHOONER, '22 345,000	42' CALIFORNIA 129,500				
30' NEWPORT Now 26,500 41	E HALLBERG RASSEY 185,000	POWER LIVEABOARDS	43' GULFSTAR 2 from 85,000				
30' NEWPORT Now 26,500 4' 31' IRWIN, '84 SOLD 4' 32' VALIANT 2 from 44,000 4'	3" COLUMBIA75,000	25' CARVER '88 40 000	48' CHRIS CKAFT 185,000				
32' VALIANT 2 from 44,000 4!	5' MORGAN95,500	201 CELBLY 40 10,000					
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LETTERS

#↑MUSINGS ON A WAKE

As I sail my 470 dinghy or sailboard, I often muse at the wake. Water displaced by the rapidly moving hull rushes back to form a rooster tail. The faster the boat is going, the farther back the tail

My question is this: what is the formula for describing the relationship between transom width, forward speed through the water, and distance back the rooster tail forms? It seems to me that every planing hull carries a knotmeter behind it, we just don't know how to read it. Am I right?

> Charles Wilson Whale Gulch, California (Corner of 40° N and the Pacific Ocean)

Charles — The rooster tail indeed serves as a knotmeter. It's just hard to read it down to hundredths of a knot.

Actually there are quite a few papers on planing and wakes. Analysis of the subject began in earnest in the '30s when floats for seaplanes were being studied.

∥↑I THINK IT'S THE BEST EXPERIENCE A KID CAN HAVE

After cruising Mexico, Central American and South America for a year-and-a-half, I thought the Kids On Cruising article was wonderfull Some of the kids that gave opinions are ones that I cruised with.

Cruising is definitely a different situation than living in a normal home, and it takes awhile for us to get used to the new lifestyle. For me, school was the hardest part of cruising. I liked the idea of not sitting in a classroom all day, but it's practically impossible to make yourself sit down and study when you know other kids are out swimming and playing around.

Having friends makes all the difference when you're in a port. When there are other kids around, you end up making friends quickly -- no matter what their age or nationality. But it's nice to be around people your own age once in awhile! Friends you make cruising are ones you'll remember forever.

Watching the dolphins race your boat through the waves, having whales as big as or bigger than your boat swimming alongside you, spending your watches with a lonely bird hitching a ride on a lifeline - these are the things that most people, let alone kids - don't usually get a chance to experience.

Now that we're back in California and starting a 'normal' life again, I often think about the last 18 months of cruising — and miss it a lot. I never thought I'd miss it, but I do. It was probably the best part of my life and I think it's the best experience a kid could ever have.

Dorea Kleker, age 15 Coho II Concord

Dorea — We're glad to hear you enjoyed it. If you have any special experiences or thoughts you'd like to share with other kids about to go cruising, we'd love to hear them.

♦↑THE MANUFACTURERS WERE MORE THAN JUST A LITTLE PISSED AT YOU

Some time back you ran an article about EPIRB reliability. As I remember it, you set up a tester at a boat show and the results were such that most of the old EPIRBs, seemed not much better than nautical junk. I believe you suggested re-wiring them for use as table lamps.

A month ago I happened to be in a local marine store and saw a little device that basically instructed me to go home, get my old piece of nautical junk (it's a 1980 ACR), bring it back, and get it tested by the little device.

So I did. When I set off my EPIRB in the store, the little device set off a screech that turned heads all the way to the back of the building.



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- CSY, 197899,500 HARDIN, 197999,000 LAFITTE, 1980 139,500
- Van Carlos

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57' CHRIS CRAFT169,000

53' BLUEWATER, 1981 160,000

49' ALBIN, 1980155,000

DEFEVER

BLUEWATER, 1984.139,000/offers

CHRIS CRAFT, 1960 115,000

DUTCH BARGE, 1950 64,500

CAL FB, 1984.....185,000

POWER

501

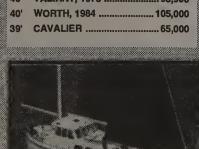
48'

43'

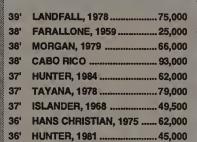


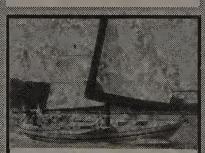
C & C 34 New engine, AP, Loran, CNG, Hydroulic, back stay, ST winches, race equip. \$39,000.

MARTIN BROTHERS, 1951..56,000 43' Hans Christlan, '77 2 from 125 000 41' FREEPORT, 1976 89,500 FREEPORT, 197873,900 41" 41' MORGAN78,000 411 RHODES, 196660,000 40' RHODES, 193922,000 40' C&C, 198195,000 MOTIVA STL PH, 1981 85,000 40' VALIANT, 197898,900 40' WORTH, 1984 105,000 CAVALIER65.000



52' CHEOY LEE, M.S., '82. Twin Lehmon dsls. Gen, SatNov, WeFax, Benmor 210, 3 stoterms, 2 heads w/showers, washer/dryer. \$238,000.





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30'	BRISTOL, 1973	30,000
30'	ERICSON, 1986	45,000
30'	ISLANDER2 from	20,000
30'	PEARSON 303	48,000
27'	LANCER, 1984	24,000
23'	STONEHORSE CUTTER	14 000



39 FREYA, '85 Less than 200 hours on engine, owner has \$100,000 invested, interior needs finishing.



41" CANCE COVE '80 Exceptionally Spacious, flush deck, 3 State room int., Rodor, Loran, New engines, Separate showers. \$125,000.

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42'	CALIFORNIAN, 1986	211,000
42'	UNIFLITE, 1984	169,000
40'	CRUIS-A-HOME, 1975	
40'	SILVERTON, 1983	119,500
37'	HERSHINE	
36'	SEDAN TRAWLER, 1983 .	
35'	GOLDEN GATE, 1979	59.500
32'	CARVER	
32'	UNIFLITE, 1979	
31'	CRUIS-A-HOME	
30'	WILLARD, 1974	
28'	SEA RAY	

LETTERS

I turned to a clerk who happened to be standing nearby and told him. I guessed I was lucky in that I had an EPIRB that would pass the test. He got that strange smile on his face and said there was more to it than that.

He said that the EPIRB manufacturers were more than just a little bit pissed off over the testing you did at the boat show, that your test was flawed, and that most of the EPIRBs were actually okay. He said ACR put out this little tester to prove to those of us who thought we just had nautical junk, that we actually had a fine piece of equipment.

As I recall, you people were pretty dogmatic about the test results, and now it appears that at least one manufacturer is equally dogmatic about the reliability of their product. So, which side do I believe — or am I missing something?

> Dick Einspahr Sacramento

Dick — There are only two things we're dogmatic about: 1. We're too young for golf, and 2. We're way too young for power boats. Everything else is on the table.

The EPIRB business started when we picked up the basic story from an aeronautical magazine. Then a guy from Hewlett-Packard and a friend offered to bring \$80,000 worth of equipment to the boat show and test EPIRBs for the "purity" of their signals. An awful lot of the units didn't have pure signals. This didn't mean for certain that their signals would not be heard, just that they wouldn't always be

heard when they should.

Incidentally, we singled out new and old ACR units for high quality: "A full 70% of their full-size RLB-12 and RLB-20 units met spectrum coherency, though some of the manufacture dates went back as far as 1977." We also noted that ACR, unlike a number of other companies, didn't fold when the government upped the standards for EPIRBs.

We find it hard to believe that EPIRB manufacturers would have stood silently by while we published completely inaccurate information about their products. Not a single one of them contacted us with a complaint, so we have no reason to believe they were unhappy with the tests. If any were or still are, we're ready and willing to have our test proven wrong.

Incidentally, if you want a copy of the original story, ask for May

1989, Volume 143.

U↑SAME OLD S--T, DIFFERENT DECADE

We've been through all this pollution stuff before. Mariners are falsely accused of pooping in the Bay while the real polluters are the marine mammals, the storm drains and the municipal sewage spills.

Opening Day is probably the biggest boating day of the year, but even then only 10 to 15% of the boats are in use. I have a hard time believing that boaters have any measurable impact on Bay pollution.

Everyone should read the 10-year old study about the lack of pollution in the Berkeley Marina. Maybe the BCDC and other government agencies should be counting how many times per day those 500-lb sea lions over at Pier 39 take a dump — and then cite Pier 39 for creating "an attractive (and polluting) nuisance". That's how absurd this government crusade has become!

Bob Hume Dana Point, CA

Bob — See the good news about marina water quality in this month's Sightings.

UNARSENIC AND OLD BOTTOMS

Anybody tried using arsenic as a bottom paint additive? It's probably not as non-toxic as adding cayenne pepper (as described in the May '91 Latitude), but it might be somewhat more effective.

As a boy, I remember an old Belvedere commercial fisherman saying that he added arsenic to his bottom paint, remarking that "the

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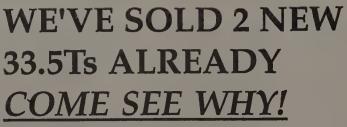
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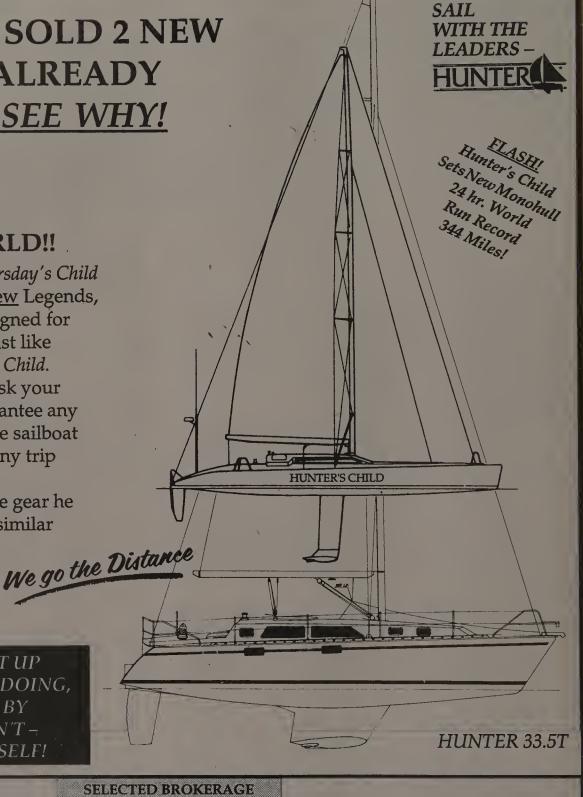
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Following in the wake of Thursday's Child and now Hunter's Child, all new Legends, Visions and Passages are designed for extended open sea voyages just like Thursday's Child and Hunter's Child. But if you have any doubts, ask your insurance company. We guarantee any new Legend Vision or Passage sailboat will pass an insurance company trip survey for around the world. Obviously the skipper and the gear he

adds to the boat must pass a similar strenuous survey analysis for any such trip approval. Hunter's go the distance.

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25'	Catalina	27'	Columbia 8.3, whl, dsl . 14,500	30'	Santana 30/30, fast 35,995	36'	CS, well built \$69,995
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LETTERS

shiners wouldn't even swim close to his boat".

Arsenic is probably difficult to obtain these days, and certainly its use would be environmentally unsound, but where is the solution to the bottom paint problem? I've kept my boat in Tiburon for the last three years, each year using a different brand of bottom paint. Even so, I've had bad results each time. It makes me wonder, are more toxic paints sold in Tijuana? Is anybody having success with bottom paint these days?

I think 'Bottom Paint In The '90s' would be a good topic for a Latitude feature article.

Lee Johnson Woodacre

Lee — We're not certain what kind of success you're expecting from bottom paint. As with taxes and death, there's no preventing spooge from growing on bottoms. You can only hold it off for as long as possible.

#4THANKS, GUYS!

My conscience is catching up with me. Being quick to complain when things go wrong, I'd like to even the scales by giving praise when it's due.

First, I want to commend Edson International of New Bedford for promptly and cheerfully making good after a defective screw allowed the transmission shift lever to come off in my hand. This happened while I was in the final stage of a docking maneuver while locking through the Chittenden Locks of the Lake Washington Ship Canal in Seattle. I later compounded the problem by wrecking the threads of the shift lever when I tried to drill out the part of the screw that was still stuck in.

Roger at Edson immediately volunteered that the screw must have been defective — I didn't think I had the strength to snap a quarter-inch stainless screw — and offered to send a new one. When I told him I'd wrecked the whole part, he offered to send that, too. There was no charge for either part, a spare screw, or the shipping! This not only made my day, but brightened my entire outlook. Within days the package arrived as promised and soon all was well again. My thanks to Edson and Roger in particular.

I'd also like to give a belated thanks to the people at Yukon Inflatables in Santa Cruz. I bought one of their Alaskan 310 inflatables at the 1988 Long Beach Boat Show at a very good price. I was in final preparations to go cruising at the time, but problems developed and the start of my cruise was delayed by over a year. I didn't open the box until I was ready to go cruising in 1990, at which time I discovered the oars were missing. I explained the situation to the Yukon folks and particularly why I was calling 18 months later. A week after I gave them the model and serial numbers, the oars arrived. I didn't have to badger or make any follow-up calls. Thanks guys, I hope your Yukons multiply like rabbits among cruisers — mine is great.

Leonard Ablieter New Dawn, Valiant 40; Woodland Hills, CA Currently Cruising the Inland Passage to Alaska

Utit'S NICE TO HAVE SOMEONE TO TURN TO

When cruising in foreign waters, you obviously hope not to have any major problems with your boat. Unfortunately, problems do occur, so it's nice to know that if something does happen you have someone competent to turn to. We thus feel obliged to put in a plug for someone very capable.

We've been cruising Mexico on our sailboat for the past year. This summer we are heading north into the Sea of Cortez to visit all the beautiful anchorages we heard about but missed last year due to a 'minor' set-back.

That set-back happened last August when we were dismasted — as a result of metal fatigue in the rigging — a few miles off Cabo San



SEEKER - Rafiki 35

Repeat customers certainly are nice. Then you're sure they were well served.

We made the original set of sails for Bill and Kathy Key's boat in 1980. They played and sailed around here for a few years, then left on a cruise to Mexico in 1989. The sails were older by then, but still in good condition.

They had a great cruise—the usual good winds and bad, excitement and peace, as they worked their way down to Manzanillo on the mainland, then sailed up the Sea of Cortez, joining the Baha Ha Ha Race Week before returning to San Francisco at the end of the season.

The now ten-year-old sails were still doing their job, but it was time for the pretty new set shown in the picture above.

Going on a cruise or playing here in the Bay—give us a call for an excellent set of sails.

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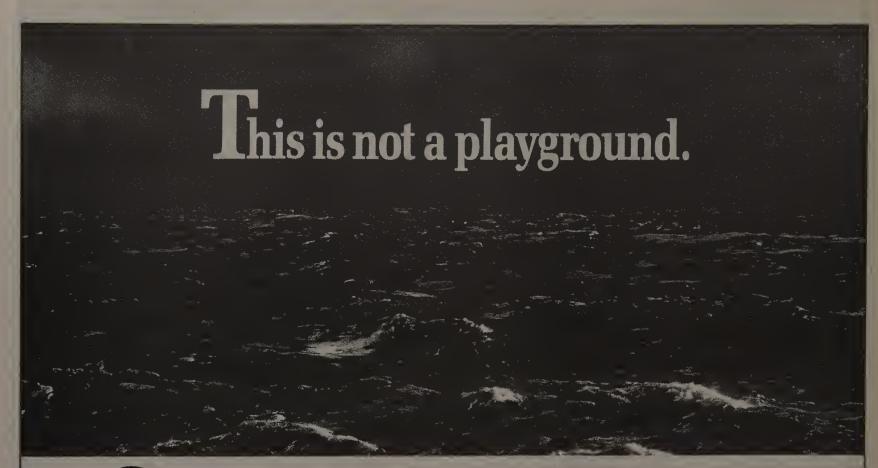
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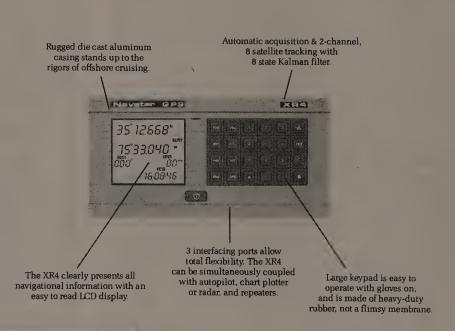
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LETTERS

Lucas. We spent the better part of one day walking around Cabo with a Mexico 'guide' seeking out all the wooden spars that survived the Cabo disaster of '82. Most of the old spars had been pressed into service supporting roofs, holding up volleyball nets, and so forth, so we decided that our best bet was to take our old mast to La Paz and try to get it repaired.

In La Paz we were very fortunate to come across the expertise of sparmaker and shipwright Peter Cookingham, an American who is now a resident of La Paz. Even though he is in great demand to replace decking and interiors of boats, he was professional, efficient, friendly and reasonably priced in fixing our mast.

If you're cruising Mexico and find yourself requiring boat repairs or carpentry work, remember La Paz and the name Peter Cookingham.

> David Millis and Rebecca Westlake Gometra of Vancouver, B.C.

∥↑THE GOOD GUYS AT DOWNWIND

We just wanted to drop you a note and say how much we appreciate Downwind Marine in San Diego. We had some sediment in one water tank that used up all our spare water filters. We searched Puerto Vallarta for days, but had no luck, so I called Downwind on the SSB. They sent a dozen filters to our next port.

Then on our way back home, the transmission cooler let go 30 miles south of Mag Bay, allowing the transmission to fill with saltwater. I bypassed the cooler, drained the transmission, put in new oil and limped into Mag Bay. There I got on the SSB to Downwind again, and the very next day they had a new cooler on a boat headed south.

We needed Downwind's help twice, and twice they were there.

Gil & Eileen Smith Running Free Huntington Beach

Gil & Eileen — No matter if it's Downwind, Pacific Marine Supply or West Marine Products, West Coast cruisers sailing distant waters of the world have great suppliers they can really count on.

UMMARK ALWAYS BEAT ME ACROSS THE BOAT AND WAS **ALWAYS FIRST ON THE WIRE**

Mark Starratt was the best sailor I ever saw. He was the Contender World Champion in, I think, 1984. He always knew how to make the boat move and seemed to have an intuitive sense about the right way to go. He loved to sail fast more than anything else. (Well, he loved Donna also!)

Mark sailed 14s and 18s in Australia. He sailed 14s and 505s and skiffs on San Francisco Bay. What's more, I think he had more fun

I sailed with him last spring when we won several regattas and were the West Coast champs in 14s. He always beat me across the boat and was always first on the wire. I remember laughing like a maniac as we hit the ditch and pitch-poled the 14 - and then recovered for a second place.

Mark never smoked, drank little and, unlike the rest of us, was truly

a nice guy. The dinghy sailors knew who he was.

Mark called me up in the middle of June, wanting to make sure I was coming up to Clear Lake. "No," I said. "It's kind of far and besides I'll see you at the Nationals, right?"

"Sure," Mark said. He died of cancer on the last day of spring. He

Rest in peace, my friend.

P. Mohler Ventura

U↑THE TERROR OF THE LAKE CIRCUIT

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LETTERS

and enjoy reading it immensely. But after reading about the Delightful Ditch Run last month, I finally had occasion to write you.

The boat that won the ULDB division, the B-25 Wanna B, is fast — I sailed on her when she was known as Ono. However, she is not — as described — a "custom daggerboarder". Rather, she's a stock B-25 (hull #2) and a sistership to my hull #16, which I presently sail out of Long Beach.

I'm happy to learn that Wanna B is currently the "terror of the Lake Circuit" (a perfect boat for that, as they trail so easily). B-25s are becoming feared down here in Southern California as well. I'm sure you'll see and hear more about the "sleek" B-25 in the future.

Nick Tolman Nocona, B-25 Chino, CA

Nick — You're absolutely right. We also heard from designer/builder Leif Beiley, who writes: "Wanna B, the boat you referred to as 'custom daggerboarder', is an ordinary, everyday, plain vanilla production B-25. And for about \$27,000 anybody can own one. We have a whole bunch of them here in Southern California (there are currently 23 B-25s in existence, with four more back-ordered). We have a class association, a newsletter and a full-on racing calendar. If any of your readers would like to know more about the boat or our class, write us at B-25 Class Assn., 359 Sheridan St., #107 Corona, CA 91720, or call (714) 534-3369."

JAIT OUGHT TO BE FREE

A week ago I sailed up to San Francisco Bay. My first stop was at the Chevron fuel dock in Sausalito for fuel. While I was there, I saw a holding tank pump-out station. When I questioned the fuel dock operators, I was told there was a \$10 fee to use it. I have been to many marinas and not been charged a fee to use the pump. Similarly, there is no charge to pump out in my home port of Santa Cruz.

Having read for years about the battle with organizations such as the BCDC concerning pollution in Richardson Bay, I think it would help to have an accessible pump-out station at no charge. I know too many mariners who would pump into the Bay before paying \$10.

John Dunn Capitola

John — Of course free pump-outs would help. One of the primary recommendations that the International Marina Institute makes about all marinas is: "Provide convenient pumping service of onboard sewage holding tanks so boaters are not tempted to discharge their sewage into the water."

The problem is that the BCDC staff, which has approximately the same attitude toward mariners that Chief Gates and the L.A.P.D. has toward black motorists, isn't nearly as concerned about pollution as it is about accumulating power and bullying mariners and waterfront businesses. Case in point, at a recent meeting of the Regional Water Quality Control Board, Marion Otsea, member of the BCDC and chairmwoman of the WQCB, wondered in amazement that the BCDC staff had refused to give the Gates Coop a temporary permit for the sewer system they had installed.

If the BCDC really gave a damn about recreational mariners and pollution, we'd not only have free pump-out stations in Richardson Bay, we'd also have transient guest docks, mooring buoys, public showers and rest rooms. And we would have had them years ago. Right now the only transient facility is the "suicide steps" by Houlihans, Restaurant. God knows the 3,000 boats in Richardson Bay have pumped enough money into local and regional governments in the last 25 years to deserve a heck of a lot better facilities and services.

U↑ THE KING'S ENGLISH AND THE AMERICAN VERNACULAR

Without beating a horse to death, I should like to add one more

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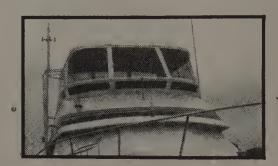
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comment to Paul Pigg's reply, entitled Broaden The Vernacular, that appeared in the May issue. It would go something like the following:

Title: Bristol(s) Revisited. My son, age 30, is in the zenith of his use of colloquialisms. His latest phrase, replacing such honorables as mellow, groovy, awesome, primo, ultimate, etc., is to describe something like a boat in bristol condition as "it's tits".

Mr. Pigg doesn't know how similar the King's English and the American vernacular really are.

> **Robert Peters** Libertyville, Illinois

Robert — If "it's tits" is the latest phrase in Illinois, it must be on some kind of comeback. That was a popular expression when we attended the big university — and that was way, way back when women first stopped wearing bras.

AWE FEEL THE SITUATION IS SLOWLY GETTING BETTER

We at Sea-Power Marine would like to correct a few errors made in the anonymous July letter from a Richmond mariner concerning Atomic 4 thermostats.

First, it was not correct to state, "You simply cannot buy Atomic 4 thermostats". That would be contradictory to the fact that we have 75 of them on back order. We have told our customers that due to the length of the back order, chances of finding a distributor or dealer with any in stock is very slim. We haven't been able to find anyone who has them.

Second, regarding the statements, "They don't make them anymore," and "We at Sea-Power haven't been able to get Holley to make them because the minimum order is 10,000," there needs to be clarification. We at Sea-Power do not deal directly with Holley; we buy from the supplier, which is Westerbeke. Perhaps the author of the letter got confused with supplier of the early Dole-type thermostats, in which the supplier had to meet a large minimum.

Thirdly, Continental was not the original manufacturer of the Atomic 4; it was conceived and built by the Universal Motor Co. It was their own block, head, etc. To the best of our knowledge, it is one of — perhaps the only — engine ever designed from the ground up for marine use. Continental is not the manufacturer of Universal diesels; the Universal diesel is based on a Kubota block, then marinized by Universal.

It is true that we have experienced some delays in getting parts due to the fact that Westerbeke has bought Universal, but at this time we feel the situation is slowly getting better.

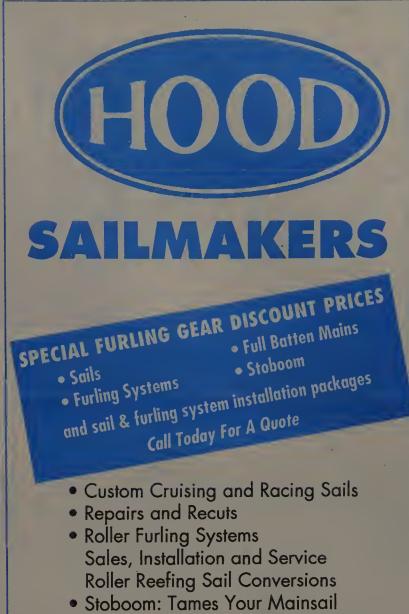
We hope the anonymous July letter has not caused a panic among Atomic 4 owners. Most parts for the Atomic 4 are readily available from us. If we don't have them in stock, we can order them. But one point to ponder is that as engines get old and are no longer made, some parts will become hard if not impossible to find. This is an unfortunate situation, but it has happened and will continue to happen.

Sea-Power Marine Parts Department Oakland

∥↑I USED A STANDARD GLOBE VALVE

For years I kept my Atomic 4 happy using a standard globe valve instead of a thermostat. The valve was arranged in such a manner that I could adjust the amount of water that was diverted past the engine block and directly to the water injection point of the muffler system.

Since we always cruised at the same rpm when motoring, the valve setting rarely had to be adjusted. In very cold water, I would open it a bit more; when the water was warm, I could close it a bit. Obviously, such an arrangement can only work if the engine has a reliable temperature gauge. Operating temperatures in excess of 135° with sea water cooling will eventually clog the water passages to the block.



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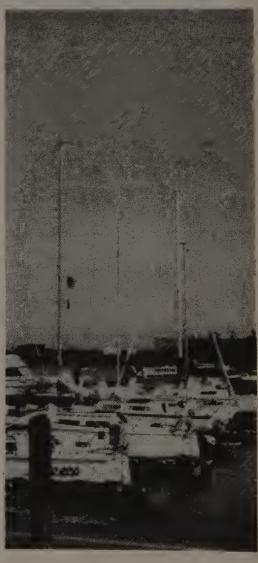
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By the way, it is not difficult or expensive to convert to fresh water cooling by adding a heat exchanger and another pump. You can then run an Atomic 4 in the 160°-180° range with a standard automobile thermostat. The engine will run a little more efficiently and last longer. Besides, salt water cooling will eventually ruin the engine block and/or exhaust manifold.

Thomas McCullough Malagüeña Long Beach

\$\text{A SIMPLE FIX FOR THE ATOMIC 4 THERMOSTAT PROBLEM

My answer to the "you simply can't buy Atomic 4 thermostats" problem is that "you can almost fix them".

If the thermostat is frozen in a partially open position and the engine overheats just a little bit, drill a quarter-inch hole through the thermostat. It may take more holes, but with a little trial and error you can find the right combination for a fixed rate of flow. With this system your throttle setting will control the engine temperature. The engine will take longer than usual to warm up, but it will.

It's important to know that there is a critical temperature at which the salt will start to crystalize out of the salt water — I think it's above 160° — so keep the engine temperature below that level.

Bob Hume Dana Point

♦↑ USE THE SAME RECIPE FOR THERMOSTATS AS SHRIMP

I read about the Atomic 4 thermostat problems in the July issue. I found that by boiling out the old deposits the old thermostats will work like new. In fact, I've been using the same boiled-out Atomic 4 thermostat since 1977.

For the record, since we became acquainted with Latitude, I have purchased two boats through your Classy Classifieds. This resulted in neighbors also buying one boat each from your Classifieds. Don't know how much longer we can afford to read your publication at the current rate.

Alexander Buller Martinez YC

IT'S HORRIBLE TO RUN THE ATOMIC 4 COLD

It's a horrible thing to run an Atomic 4 — or any other engine — cold because it causes incomplete combustion and the formation of acids in the oil that actually dissolve the engine!

A simple way to keep a thermostat-less engine at the proper temperature is to restrict the coolant going through the engine with a valve. I like to use a ball valve because it doesn't leak. You can either add one on to the cooling circuit, or use one that is already in the circuit.

The one precaution is to be sure you restrict an engine outlet line, not an inlet line. This prevents cavitation of the pump. After you install the valve, run your motor with the engine wide open and the valve open. Then gradually close the valve to the point where the water temperature settles to 175° - 195°. At that setting, your engine should be hot enough at moderate power settings.

I've also got a tip I'd like to share with people about increasing the life of their batteries. All but the newest chargers overcharge batteries even on 'float'. As a result, I used to fill my batteries with water every month and could still barely get a year's life out of them. But instead of buying a sophisticated new charger, I put a 12-hour timer on the charger. When I leave the boat, I give the batteries a charge proportional to their use: an hour or two for a beer can race to the full 12-hour blast for a weekend with the reefer on. My current batteries are over two years old and they work like new.

A couple more thoughts: beer can races make you a much better sailor; the North Sails Fast and Smart courses make you a better

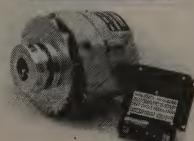
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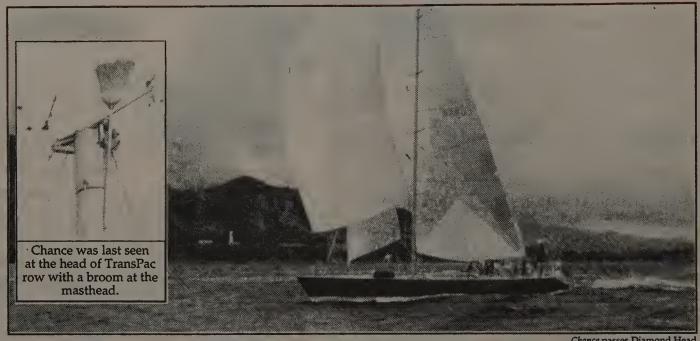
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sailor, and Latitude makes you a better sailor and citizen! Keep it up — I cannot believe your great magazine is free. I guess I'm stating the obvious.

> Mark Thomas San Jose

Mark — Thanks for the nice comments. We figure we're only as good as our readers — who, fortunately for us, are the best there are

And just so our readers know, we're not qualified to endorse any of the Atomic 4 'fixes' noted above. Proceed at your own risk.

##GAINING CONFIDENCE BY LEAVING MY BOYFRIEND AT HOME

I just returned from my first trip to the Bay on my Pacific Dolphin 24 Beaufin and wanted to share some thoughts on the trip.

My purpose for going was to gain more experience and confidence In myself by leaving my boyfriend at home, and to take some sailing lessons on the Bay. I tend to lean on my boyfriend when sailing. It's true that I had my brother along with me for the trip, but since he's new to sailing, I had to rely on my own skills.

After asking around and calling the various sailing schools, I settled on Olympic Circle in Berkeley and can now heartily recommend them. The office staff and instructors were friendly and their instruction was the best I've ever received.

As for the Bay, the sailing there is great! I stayed aboard my boat in the Berkeley Marina, where I was treated to warm hospitality by the berthers and harbor personnel. My evening entertainment was watching the skill of the skippers sailing in and out of their slips. I got the feeling it was a point of honor with them not to use their engines. They certainly proved they didn't need them.

As for me, I'm not quite ready to sail in and out of my slip, but the trip was great for building my confidence — thanks largely to Olympic Circle. I'm already planning a return trip for more Bay experience.

I was going to end my letter here, but now my boyfriend says that I have to tell you about running aground in Suisun Bay on the return trip. We were having a fine sail from Berkeley all the way through the Carquinez Straits averaging 4.5 knots when my brother and I got a little lax, too lax, with navigation and ran aground near the Mothball Fleet. As skipper, I feel obliged to accept the responsibility even though my brother was navigating at the time. Though not even a remotely pleasant experience, it did add to my feeling of initiation and helped me develop a healthy respect for shallow water.

Virginia Reynen Beaufin Hidden Harbor Marina, Walnut Grove

Virginia — The only way to develop real confidence in your sailing skills is to be in charge — just as you did during your trip to and from the Bay. Some couples, especially those who race, alternate being captain from race to race or even leg to leg to keep the feeling. But being in charge with just you - or you and a novice aboard - is even better because then you know there's only yourself to "lean on". And we all know that it's when you lean on yourself that you grow.

And, hey, don't make a big deal out of running aground in the Delta. The first couple of times bothered us too, but the last 30 or 40 times we haven't given it much thought. It's like all the Delta Rats say: if you haven't run aground, you haven't really been there.

In fact, we just got a letter from Mexico vet Vern Rathfelder of Yanqui Dollah. He ran aground at just about the same place you did and would have been high and dry with his Islander 33 for six hours had not the sportfishing boat Lolly P. been kind enough to haul him

#AWE'RE THE ONES THAT DIDN'T NEED HELP

I read the July letter on the Caprice and Light'n Up controversy

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with interest because our boat was mentioned. While Caprice wasn't granted a time allowance for coming to the aid of Light'n Up, an Express 37 was granted time for thinking they needed to come to the aid of Myken, our Islander 36. While we actually didn't need assistance, for awhile it seemed we might.

We were not participants in the Santa Cruz to Santa Barbara Race, but had left Santa Cruz an hour after the fleet, figuring that this would give everybody plenty of room on the ocean. It was foggy, so we had the radar reflector up and were monitoring channel 16. It was at night somewhere off San Simeon, while running wing-on-wing directly for Point Conception, that our helmsman spotted red and green running lights astern of us.

What alarmed us was that the red and green running lights were about 30 feet above the horizon. It gave us the impression that some large vessel, with nobody on the helm or on lookout, was bearing down on us.

I carry a large handheld spotlight for just such emergencies, and I started flashing in the direction of the vessel when it was about 500 yards to our stern. The vessel kept getting closer and closer, however, until it was eventually close enough for us to identify it as an Express 37 — with the running lights mounted on top of her mast. We thanked them for their concern and wished them good luck in the race.

We later heard all the transmissions between Caprice and the Coast Guard. The crew of Caprice deserves some kind of award for guts. The wind was blowing between 20 and 30 knots at the time and the seas were rough. We were doing eight knots wing-on-wing with our Islander 36, so circling a boat in distress under such conditions had to be a rough go.

In one of the conversations between a woman on Caprice and the Coast Guard, we learned that the Caprice's engine was out and the crew sick. Nonetheless, they stayed on station and the woman handling the transmission was very businesslike and easy to understand. We heard Caprice give her exact location several times. We also heard the Coast Guard confirm that they had gone to the wrong boat and location. Perhaps that accounted for their delay in getting to Light'n Up.

Henry Krabbenschmidt Myken, Islander 36 Enroute to Cabo

Henry — Until you get used to sailing along the coast at night, those masthead running lights can fool you. The way to tell big vessels from little vessels is that the big ones must have white range lights. Until you see two white range lights lined up behind you, you needn't really reach for the spotlight. Even if you do, it's best to shine the spotlight on your main lest, as was the case with the Express, you mislead the other vessel into thinking you're in distress.

Happy cruising in Mexico where, unfortunately, Mexican captains—and automobile drivers—don't put much stock in running lights.
Incidentally, you'll be happy to know that Caprice took line honors in the recent Ancient Mariners TransPac from San Diego to Maui.

↓↑THE PORTABLE HEAD WAS CLEAN, SIMPLE AND EFFICIENT

Your #1 letter in the July issue was on the subject of doing #2 in the Delta. I used to sail a Balboa 26 up there, and she had a simple but great three-part plastic porta-potty. I don't recall the brand, but they should still be readily available.

The base was a 18 by 24-inch saucer-shaped piece that simply screwed to the sole of the head. The 'holding tank' was in the shape of a five-gallon jerry can laid on its side, resting in the base. There was a three-inch screw cap for dumping. On the top there was a slide valve, opened for use and closed for carrying. The holding tank was screwed to sole with two screws, which had to be removed for emptying.

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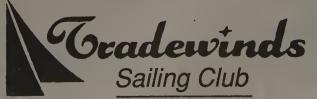
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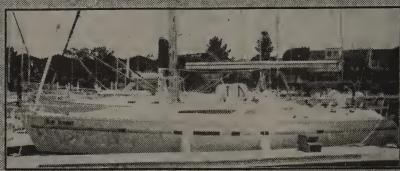


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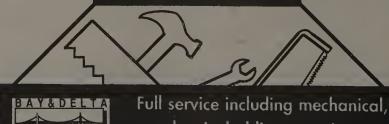


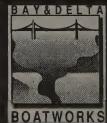
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The top unit was a lidded seat and 'fresh' water/deodorant tank, which held about three gallons of water. I recall that there was a manual flushing pump. The top unit attached to the holding tank through a 4-inch O-ring type seal with a quick-connect slide.

To use, one did one's business in the top unit, opened the slide, flushing if necessary, then closed the slide valve. When the holding tank became full, you removed the top unit by pulling the slide and sitting it on the sole — over a piece of paper in case there was a drip or two. Removing the two screws enabled one to pick up the jerry can, making sure the slide valve was closed, of course, by the molded handle. Then you carted it to the nearest flush toilet and poured the effluent in, always careful to avoid splashing. My usual spot for dumping was Herman & Helens, where groceries were also plentiful. No matter where I dumped it, I always offered to pay. The offer was usually declined if I bought something.

After topping off the top tank and adding deodorant, the unit was reassembled. Dumping took about the same time as it now takes me to pump out my permanent holding tank, and the odor was controlled by the slide valve and deodorant. All in all, the system was simple,

clean and efficient.

West Marine Products offers a SeaLand Sanipottie portable head that appears to be a later version of the same unit. It lists for \$117.

Roger H. Bohl Alamo

Roger — Rereading A.C.'s letter, we feel that we may have misunderstood him. We assumed he didn't want to use his portable head, and thus discussed all other options but using a portable head. We're glad you can report that your porta-potty was "simple, clean and efficient".

Nonetheless, we'd still like to know what hikers and campers do in the wilderness. If so, would it also be environmentally correct to similarly poop on the top of a Delta levee? We know this isn't a lunch time topic, but we'd really like to know the answer.

\$↑ATMS IN MANANALAND; RIP-OFF OR NOT?

I read the June letter from English Way's Jan Sterling that told of some problems with automatic teller machines (ATMs) in Mexico. This is of great interest to us because we are planning on using ATMs quite a bit this winter while we're south of the border.

We took our Stealaway down to Mexico in the fall of 1989 and have returned to the United States twice to work. We've gotten by in Mexico through a combination of traveller's checks and cash. We never had any trouble converting our traveller's checks into pesos, but the banks are never open past 1:00 p.m., and when they are open they usually have long lines.

While in Z-town this past winter, I tried using my MasterCharge in the bank machine and withdrew \$100 in pesos. It was so easy and convenient! It sure beat out drawing out large amounts of money and converting it to travellers checks, missing out on the interest in the process. Fortunately we're back in the Great Land of Banking often enough to keep from missing out on too much interest.

I know there are now bank machines in La Paz, Mazatlan, Puerto Vallarta and Z-town. Changing money is no longer a problem in these larger cities, but it's still a problem in the smaller towns and villages

What I'd like to know is where Jan Sterling's problem with the ATM occurred. We've discussed the matter with Jerry and Sherry of Black Magic, who have used the machines in Mexico for the last two years. They report they've never had a problem.

P.S. Cabo San Lucas did not have an ATM as of April of this year.

Leanne & Jack — The problem was in La Paz. According to the

Leanne & Jack Stealaway Estes Park, Colorado



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following letter, it seems to have been solved.

♦ PERHAPS A FULL ACCOUNTING OF THE ATM PROBLEM IN MEXICO

Letters have recently appeared in your publication alleging rip-offs of cruisers and perhaps other tourists by Mexican Automatic Banking Machines (ABM's or ATM's). The reported condition is that the visitor was denied cash at the ATM but his bank account was debited anyhow. And there is nothing that upsets people more than having banks misplace their money. Also, people being people, they will stand at the machine, or go to a nearby one, and try again and again. As a result of these several attempts, many debits may be posted to the customer's account. After investigation, I am confident the problem is an unfortunate combination of computer overloading and obscure programming errors.

Sharon and I have heard this problem called "Another Mexican Rip-Off", a characterization we find extremely offensive. We are thoroughly enjoying our stay here, and despite communication difficulties, believe that the vast majority of our Mexican hosts to be warm, honest and industrious. In short, they have been wonderful.

I would particularly like to thank and commend Sr. Adalfo Gonzalez of the State Tourism Office in La Paz, who through his aggressive and diplomatic pursuit of the ATM matter, was able to arrange the meetings and who provided superb translation services throughout the proceedings.

The only reason I was able to assist is that several years ago I was faced with what I believe to have been the same ATM problem while working as the Manager of Computer Systems Development at a major Canadian financial institution. An extremely irate customer insisted her account had been debited \$900 U.S. when she had tried repeatedly and unsuccessfully to get cash from a Hawaiian ATM. Fortunately, she persevered over our denials and a full-scale investigation was launched. Several man-months later she was proven correct and the problem was traced to a significant overload on our Customer Account Management computer, which triggered a programming error in the computer at the regional network carrying the transaction from Hawaii to Canada. Had any one of the conditions been absent, the lady's account would not have been erroneously posted.

Over the past few days I have assisted in the investigation of claims of two individuals here in La Paz who believe they have been victims of the ATM problem. In the first case, the necessary documentation arrived from the U.S. soon enough for us to prove beyond a shadow of a doubt, to the appropriate Mexican banking officials, that the problems were occurring. The bank has, I believe, accepted our arguments and has promised speedy restitution.

The second case is that of a cruising physician whose credibility I accept without doubt. In her case, however, the necessary computer transaction trace reports from her American bank did not arrive in time for the meetings and thus we could not make the same definitive analysis we did in the first case.

We are also aware of two other boats whose owners are quite certain they have had problems. However, both have left the area and so we have not been able to assist them. Given the extent of the cruiser's network down here, and the opportunity for anyone in La Paz (several hundred cruisers) to come forward during our well-publicized investigations, I could not possibly term the problem widespread.

The combination of computer errors is insidious for several reasons:

1. Considering the volume of transactions handled every day by ATM systems, the problem occurs very infrequently. I believe it requires that a specific combination of computer and software types be used by the victim's home bank, the network carrying the transaction from Mexico, and the Mexican bank. It is then triggered by the previously described overload situation at the victim's home

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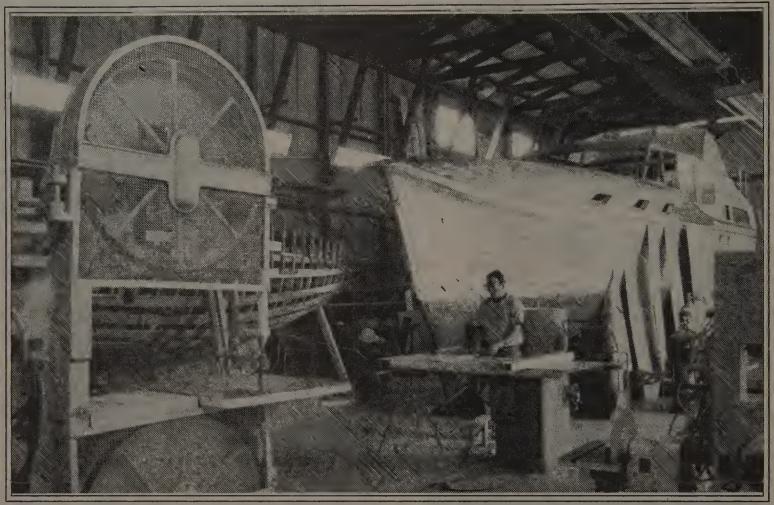
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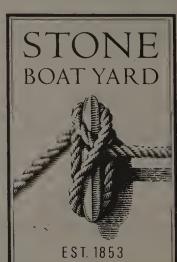


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American or Canadian bank.

2. It is completely undetectable at either of the banks involved. At the Mexican bank there is a perfectly legitimate denial at the ATM (no authorization was received from the customer's bank in a timely manner) and all the other ATM and other audit reports balance perfectly. At the American and Canadian bank it is an equally legitimate debit to the customer's account and all their audit trails are also in perfect balance. It is only when a detailed trace of indisputably the same transaction is conducted at both ends that the discrepancy becomes apparent — and even then no explanation is obvious.

3. No customer and very few bank employees know how to conduct the necessary analysis. At any bank — American, Canadian or Mexican — since no traceable bank error has occurred, the customer is simply wrong and is an annoyance to be dismissed as soon as possible. At the Mexican banks the problem is doubly difficult to deal with because language and foreign exchange issues frequently interfere.

I have written this letter to try to correct the apparently widespread impression that funds are being "stolen" from Norte Americanos by unscrupulous Mexican bank employees. This could not be further from the truth. It is an unfortunate combination of obscure computer programming glitches, pure and simple, and one which I am confident will be corrected very soon.

W.V. (Bill) Robinson Management Consultant (ret'd) Scorpius Somewhere In The Sea Of Cortez

Readers — Robinson was hired by Susan Bradford of the 30-foot Restive in La Paz. Bradford had been trying since May 20th to get her ATM problem cleared up, during which time she said her credit cards were frozen by the banks and her credit was ruined. When we last spoke on July 17, she was anticipating getting her \$1,482 back the following Monday. Nonetheless, she says, "I will never use another ATM in Mexico."

Bradford asked Latitude readers to help her contact a gentlemen from the San Pedro-based Unicorn that supposedly also lost money. He can contact her through Downwind Marine in San Diego at (619) 224-2733.

The other cruiser believed to have lost money at the La Paz ATM was 'Dr. Baja Betty' of Passages. 'Dr. Baja' was on the mainland and thus her case hadn't been completely cleared up.

We've also learned that the original letter about the ATM problem, supposedly penned by one Jan Sterling, which included the accusation that a Mexican Port Captain was in cahoots with a bank to rip-off ATM-using cruisers, was a "gross overstatement of the facts to attract attention to the very real problem".

|| | | THERE IS A SLIGHT MISTAKE IN THE WORDING OF THE SIGN

You might be interested in warning sailors headed to or from the Delta that the Martinez Marina may not be a good place to stop. There's a sign posted at the entrance that reads the following:

Attn: Deep Draft Vessel Owners. Due to recent & rapid silting, our harbor entrance has shoaled to minus 4.5 feet at M.L.W. — check your tide tables, then subtract another half foot due to the lack of runoff water. Extra tide tables are available at the marina office.

The 4.5 feet the sign talks about is now less than 4 feet and getting worse.

The sign was to be a temporary solution until the marina could be dredged. It now seems as though it might be the permanent solution, as it costs less to ask mariners not to use their boats than it does to dredge. We berthers are stuck, literally, as the silted entrance often prevents us from getting out. At least visitors have the option of using Benicia or other marinas, thus forgoing the risk they might not be able to leave Martinez.

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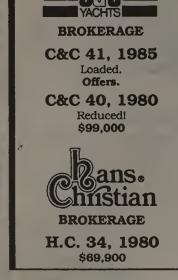
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Readers who have been around Martinez Marina for a while will realize that there's also a slight mistake in the wording of the sign. The phrase "recent & rapid" Is a lie. The correct wording would be:

" Due to the long-standing and continual silting problem this marina has had, and the reluctance of the present city administration to fund an adequate dredging program, our harbor has shoaled severely, to minus 2.0 feet at MLLW at E and F docks and minus 4.5 feet at the opening."

The rest of the sign Is correct.

Sam Crabtree Crabtree Maritime Services, Martinez

Readers — Steve Jesperson, Leisure and Community Services Director for the city of Martinez, tells us that all boats can enter the Martinez Marina, but boats drawing over four feet may not be able to get into D, E and F berths at all times. He indicates that very few boats

Jesperson also reports they are targeting August 1 as the date to begin dredging the shallow areas. Right now they are negotiating to get the most dredging for the least money and where to dispose of the spoils. Stay tuned.

UNIMPRESSED AT HOW FAR THE FEDS WILL GO

I'd like to add an aside to a news quip you published in the June edition about the arrest of a couple of local sailors for allegedly being involved in smuggling pot a few years ago.

It seems that one of them, Leon Daniel, sailed in the June 15 Delta Ditch Run from Richmond to Stockton aboard Bang! For much of the race Bang! was close enough to Gryphon for the crews to exchange comments about lunch and the weather. Then Daniel pointed out the driver of Gryphon and explained to the rest of the crew that he was the federal agent who arrested him!

Bangs!'s owner told Daniel he was most impressed at the lengths the Feds would go to keep an eye on him — having an agent pose as

a yacht racer!

Anonymous Oakland

Anon — The Feds might go a lot further. The cheap talk on the docks is quite a few more local sailors, some of them "big names", were involved in that deal in at least a minor way.

UNWD DOES MANY THINGS FOR MANY PEOPLE

A while back one of your readers came into my office with a copy of your publication and showed me a letter from Reid Neubert about our product, WD-40, and said, "I think you guys are getting a bum rap". I agree with him.

In his letter, Mr. Neubert states that WD-40 is "a terrific penetrant" (which is true) but that he "discovered that WD-40 wasn't a lubricant" (which is false). He goes on to say that he uses silicon sprays. Your reply to his statements was, "You're absolutely correct, WD-40 is an excellent penetrant, but a poor lubricant".

WD-40 does many things for many people. It lubricates, penetrates, displaces moisture, protects and cleans. All very important properties for the type of people who read your publication. The reason that WD-40 is so widely used by people is that it works.

But don't just take millions of peoples' or my word for it. I've enclosed an article from the October 15, 1987 issue of Practical Sailor, where they tested a dozen sprays (silicon, teflon and WD-40) for penetration, corrosion resistance, and lubrication in marine type

Here's what they say about the results: "We were surprised to discover tremendous differences between sprays in terms of corrosion resistance, yet hardly any difference in terms of lubricating effectiveness".

"Everybody seemed to assume that WD-40, the familiar old stand-

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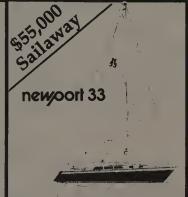
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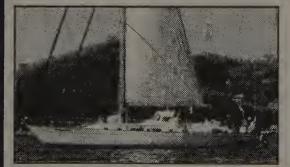
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28'	NEWPORT II, '8117,500	36"	COLUMBIA (diesel), '69
30'		37	RASMUSSEN (diesel) '29
30'		37	SPAULDING sloop, '49
29'	ERICSON, '7418,000	37	STEEL SWEDE ketch, '68
	VINDO, (Finnish), '74 41,000		ERICSON, '82 2 from
32'			ENCOON, 02 2 HOLL
32'	COLUMBIA (9.6M), 79 29,000	40'	
32"	BENETEAU, '81	40'	C&C SLOOP, '81
33	HUNTER2 from 30,000	40'	WORTH sloop, '84
33"		40'	STEEL BELGIAN ketch, '76
34'	HUNTER, '84	41'	MORGAN O/12 from
34	HUNTER, '84	41'	CORONADO, 72 asking
34'	WYLIE, '79 34,000 ERICSON, '87 89,500 CORONADO, '72 29,900	43'	GARDEN ketch, '77
34'	ERICSON, '8789,500	44'	PETERSON, '78
35"	CORONADO, '72	45'	
33	FAIN LASIA SLOOD, 77	531	ROBERTS STEEL ketch, '80 .
35	SANTANA		CUSTOM RING, ketch, 97
36	PETERSON (custom) sloop 79,000		
	4	00	GAFF cutter, 1911

MARINER SQUARE YACHTING

by, would be some sort of minimal spray — not in the same league as the newer, highly advertised sprays . . . the opposite turned out to be true."

"WD-40 was ranked highest for corrosion resistance and penetration on every evaluation by every evaluator, except for one where it was merely tied for the best."

"In lubricating a block, WD-40 seemed just slightly better than most and about equal of two others . . . Overall, there is no longer any question in our minds that WD-40 is the best spray on the market, and it will be a cold day in hell when we spend more money for a fancier spray that does less."

Since you printed and agreed with Mr. Neubert's letter in your May issue. I hope you will, in all fairness, print this letter.

Michael L. Freeman WD-40 Director of Marketing

Michael — Let us first say that we think WD-40 is a great product, one we've used for years and will continue to use. It indeed does many things for many people, some of which we're sure you don't want publicized.

But for use as a lubricant in sailing applications? Not based on our personal experience. We called the two busiest riggers in Northern California for their opinion. One thought WD-40 was great for cleaning and penetrating, but very short-lived as a lubricant. The other didn't think WD-40 was as good as competing products, and was particularly deficient in lubricating properties.

So how does one explain their disagreement with Practical Sailor? Simple, Sailor's test methods were so wanting they would have been hooted out of a 7th Grade Science Fair. When they say their lubrication test was "not very sophisticated", they were being modest; it was inane. Perhaps Practical Sailor will do their next spray lubricant test using real boat gear — instead of steel wool — in real sailing conditions.

#AIT LOOKS ITALIAN TO ME

The photo on the upper left corner of page 118 in the July 1991 has never, contrary to the caption, been in Trafalgar Square, London. Nor is it of Lord Nelson.

It looks Italian or Portuguese to me.

John W. Carleton Reno

John — Thank goodness somebody noticed! The Wanderer, suffering from a fit of deviltry, switched photos on the layout editor at the last moment. "Just wanted to see if any readers were paying attention," he claims. We've docked his pay — what a pun! — and have sent a Latitude T-shirt to you.

The statue in the photo is actually of Chris Columbus and looks out over the harbor at Barcelona, Spain. Which reminds us, the Wanderer was supposed to have Part II of his European Ramblings ready for this issue. "Next month," he says. Fat chance — we're double docking him.

##WAS IT A SPOOF OR NOT?

Given the Wanderer's recommendation of The Wrecker, I called our local library in Claremont to see if they had a copy. They didn't, but in three days had one shipped up from the Downey branch.

I'm not sure if the Wanderer's original recommendation of The Wrecker was a spoof or not, but after laboring through from "cover to cover", I'd give it a four on a scale of 10. Not exactly sensational reading material.

Jerry Juergens Claremont, CA

Jerry — Make no mistake, the Wanderer was sincere. In fact, he just walked in the door with a newly acquired second copy when we



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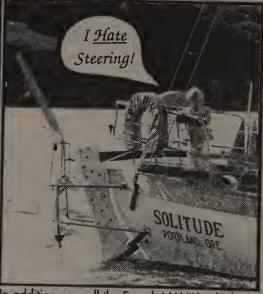
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showed him your letter. The Wanderer didn't say anything upon finishing your 'review', but we could tell he wasn't very happy. Judging from all that steam coming out of his ears, he may have even

The Wanderer refused to comment, preferring to put a razor sharp edge on his rigging knife. He then mumbled something about having "to cover a launching in Claremont". Funny, we didn't think Claremont was on the ocean.

We're sure nothing's wrong, but the Wanderer's been at sea a little too long so you never can tell. If you were planning on a multi-year cruise, you might do it now and hope this thing blows over. After all, you remember what happened to the crew of the Flying Scud.

WATE BLEW IT WITH THE KLEENEX

I shuddered when I read about the 'Kleenex test' for pumping out heads as suggested by William Steagall of La Paz on page 71 of the July issue. Flushing Kleenex through your house biffy, let alone a vessel head, is a cardinal sin!

Kleenex has the horrible tendency to cling to the sides of hoses, sewer drains, etc. So please, tell your readers never to use Kleenex or any other tissue in marine heads, as it will eventually raise hell. Marine toilet paper or similar products are the proper tool for the job. Bill Breiten

Bellevue, Washington

Bill — You guys up in paper products land know a lot more about that stuff than folks in Mexico, where most used toilet paper is, for reasons still unclear to us, placed in trash bins.

In response to the June letter on water quality of Richardson Bay and the situation regarding non-code houseboats at Waldo Point, I would like to point out that the residents have worked for nearly a decade to comply with every legitimate requirement of government while maintaining the integrity of their community.

The unnamed author of the June letter mentioned the dumping of raw sewage. That person failed to note that until recently many bayfront communities failed to meet federal sewage control standards and frequently dumped into the Bay. This was the case in Marin until a multi-million dollar federal grant enabled them to clean up their sewage treatment problems. The 78 un-coded houseboats at Gate Six were denied access to that federally funded sewage connection pending some 'future' approval — through a bureaucratic maze which to date has found itself unable to effect the administrative finesse necessary to solve the problem with anything short of a Hitleresque 'final solution'.

In a resourceful move to solve the problem of sewage, the Gates Cooperative, which for years has paid to maintain portable toilets, installed a standard marina sewage system hooked to the Marin sewer system. This 'free at last' tactic brought an immediate eviction notice by agencies that don't appreciate being preempted in the performance of their 'service'.

Persons who are concerned about the environment should also be concerned that this small houseboat community has been held hostage for more than a decade by secret deals and private agendas involving individuals and agencies, public and private, using sewage as the carrot and stick. When solutions were effected, the 'public trust' agencies reacted with anger and punishment. These incidents of systematic social abuse should merit our deepest concern.

Richard Haskell Strawberry

Richard — We'll defer to Leslie Ferguson, who recently analyzed the situation for the Regional Water Quality Control Board. We quote: "The circumstances surrounding the lack of sewers in the Gates Coop and Galilee Harbor are extremely complex, involving three - NAVIGATION

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Ken Bradley

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lawsuits and 30 years of Marin County politics. There are many sides to the story and the facts are not agreed upon. The complexity is illustrated by the fact that one of the lawsuits, the People of California (BCDC Plaintiff) vs. Waldo Point Harbor, has involved three years of pre-trial motions and currently is in the eighth month of collecting depositions." It is further noted that the houseboat marina predates the existence of the BCDC.

|| || TRYING TO KEEP OUT OF TROUBLE

Although we're still in the talking stage about cruising, I wish to get a passport using — as is my custom — my maiden name as my middle name and my married name as my last name. But as such, it will not agree with my birth certificate, and my soon-to-be says "it will cause trouble" because I have to carry my birth certificate, too. And he doesn't want any trouble.

What do married lady cruisers do in this situation? I doubt that birth certificates are carried along with passports. What say you?

Also the mention of "trouble while cruising" prompts me to request a discussion of carrying firearms. As you might suspect, we're at odds over this issue, too.

Elaine McCollum West Sacramento

Elaine — We say that you and your soon-to-be ought to have a heart-to-heart before you officially tie the knot — or sail out the Gate and turn left.

Nobody needs to take a birth certificate when travelling. There are only two things you need: money and your passport.

There's no right or wrong when it comes to the question of carrying firearms. Some cruisers feelvery comfortable carrying them, most don't. Check this month's Changes on Windwalker; her captain carried a gun and says he wished he hadn't.

Personally, we feel the best solution is to have a couple of cans of mace along. Mace is as effective onshore as it is on the boat, and keeps the situation from getting lethal.

∥↑SOME OBSERVATIONS FROM INSIDE THE COAST GUARD

I am a Coastie and would like to reply to your editorial Coast Guard Bashing, which I most recently found in the July issue, but have noticed in other issues, too. I would like to offer some observations from inside the Coast Guard that you and your readers may be interested in:

1. On the average day the Coast Guard responds to 143 Search & Rescue cases, saves 12 lives, assists another 343 people and saves \$3,100,000 worth of property (mostly boats). We seize \$3,300,000 worth of narcotics (mostly cocaine) on that average day, seize half a drug-running vessel and arrest 23 narcotics traffickers — not including the Congressionally mandated Zero Tolerance seizures, which thankfully, have gone away. On that same day, we respond to 25 oil or hazardous chemical spills, conduct 83 Port Safety/Security operations, inspect 108 commercial vessels, investigate 25 marine accidents and service 113 aids to navigation (the buoys you race around). These are your tax dollars at work. The figures are in the Congressional Record and are easily verified.

2. We are involved in the anti-narcotics mission because the Congress "elected by the people" directed us to do so. I joined the Coast Guard to rescue people and generally be "the good guy in the white hat" that you occasionally need when you have a bad day at sea. However, recently I spent almost a month at Children's Hospital with my infant son who was very ill, during which time I had to listen to 'crack babies' crying and screaming for hours on end. Just holding my son would usually stop him from crying, but no amount of holding, feeding or loving could ease the tremendous suffering of the

crack babies. Something has to be done, now.

3. Why don't we need a warrant to search your boat? Putting all



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the legal issues aside, the common sense reason from a law enforcement standpoint is that if Cop #1 suspects that you have 100 kilos of coke in a house, he can send Cop #2 to get a warrant while he stays to watch the house. The house isn't going anyplace, and Cop #1 can watch if the coke is moved while the warrant is being processed. It's the legal, logical American justice system working to protect everybody.

The situation is different with boats because boats move. If the Coast Guard has to get a warrant, the boat could be long gone by the time it was issued. To think the Coast Guard has enough ships or planes to watch such suspects during the process is to be dreaming. We wish we did, but I doubt it will ever happen.

On the question of why we don't have to get probable cause, the oceans are huge (have you ever seen a Coast Guard cutter between Hawaii and California?) and our ships are very few. Probable cause at sea is virtually impossible to get without boarding, and demanding it would give smugglers guaranteed safety from the law.

I live on a boat, have for six years, and realize I can be boarded anytime of day or night. It's just something that goes along with the lifestyle I choose. If I didn't like it, I could live ashore and mow the lawn.

4. The bad guys actually smuggle cocaine into San Francisco Bay. It's hard to believe, but true. And they really do use sailboats, and beat-up sailboats, and shrimpers, tramp steamers, and cargo ships, etc. Routine boardings catch some of them and maybe keep others from trying. If routine boardings cease, it gives the smugglers a green light, and that's not good.

5. Our leaders have issued numerous directives in the last few years to "be nice and polite" when boarding, and most Coasties I know are making an effort to be that way. All the recent boardings I have heard about in my marina have been pretty good experiences for those involved. If you, or anybody you know of has had a bad experience, call the local Coast Guard office and the Commanding Officer will be really interested in names, dates and places. It may take a couple of calls to get someone in charge, but please do it anyway. We have over 40,000 people in the Coast Guard and I have yet to see an organization that big without its share of S.O.B.s. If one finds you, let us know about it!

6. If you get boarded, be nice. Often it's the smugglers who scream the loudest about their constitutional rights being trampled — just before we find the good stuff. If you are a jerk, the Boarding Officer will wonder what you are trying to hide, and may become a jerk himself in trying to find it. Hell, offer the Boarding Party a soda. They won't take it, but the gesture will be really appreciated and the whole experience will be better for all involved. We're people, too.

7. Over the years I have personally been involved in half a dozen rescue operations, including pulling people out of the Bering Sea (33° water) after their boat sank in really nasty weather. There are few things in life more satisfying than saving another person who has lost all hope. I have also been involved in several major narcotics seizures, including taking tons — yes, tons — of cocaine off the market. While that gives you the feeling you are doing something good for society, given the choice, I'd rather make the rescue. And many other Coasties feel the same way. Next time you really need help at sea, give us a call! And if your kids don't smoke crack yet, be glad somebody is out there trying to keep them from getting the chance.

Bob Mueller Thermopylae Alameda

Bob — If you go back and read everything we've written about Coast Guard boardings, you'll see that our fundamental complaint has been that the job of preventing smuggling, which is as unwinnable a war as was the one in Viet Nam, has been dumped on the Coast Guard. We've repeatedly cautioned our readers not to get angry at the Coast Guard because the drug interdiction mission wasn't its idea



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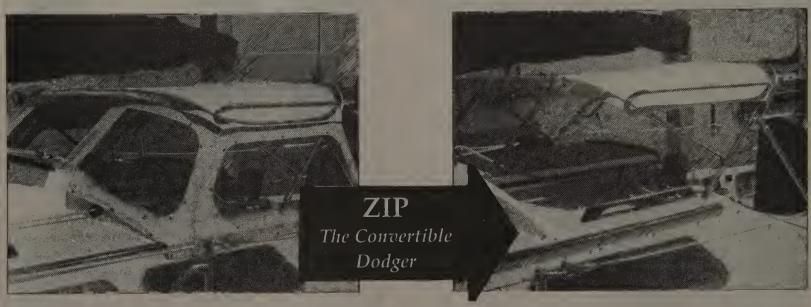
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- or even liked by many of its members. The blame for the Coast Guard's black eye rests in Washington, D.C.

The smaller issue is that of overly officious Coasties with bad attitudes. Yes, there are going to be buttheads in any group so large, and yes, you can try and defuse them by acting nice. Still, individual Coasties ought to self-police themselves to weed out the trouble-

Is crack a cancer on our society — and some minorities in particular? We think so. If there's going to be any hope of a successful war on drugs, it's going to have to be a real war, complete with the suspension of civil liberties. But that hasn't happened yet, and until it does, you might want to rethink your distinction between needing a warrant to enter a house and not needing one to enter a boat. Sure, a boat may move while you get a warrant, but not far, fast or undetected. As for the house, drug dealers have and will continue to flush drugs down toilets while authorities run off to get warrants. As much as we're anti drugs, we think searching boats without a warrant is illegal, illogical and unAmerican — at least until a real war against drugs is declared.

A PRUDENT SKIPPER WOULD CERTAINLY HAVE BEEN EXPECTED TO LEARN WELL IN ADVANCE

I would like to make a few observations relative to the communication titled It Was A Level Of Stupidity I Hadn't Even Experienced In The Army, and your response thereto which appeared on page 63 and 67 of the June issue:

- 1. The security provisions for the America's Cup races in San Diego referred to were published well in advance in the Local Notices to Mariners. A prudent skipper such as Michael Burkhart would certainly be expected to have learned of these provisions well in advance of the event. Apparently these rules were deemed to apply
- 2. When an officer pulls you over for running a stop sign, there is no question that the officer is viewed as obnoxious by the one who is being cited. That fact, however, does not change the fact that someone ran the stop sign. Who is really "obnoxious" - the scofflaw or the officer?
- 3. The security provisions for the America's Cup races were most certainly requested by the sponsoring organizations, so if there is to be 'blame' for them, that blame should not be laid at the door of the Coast Guard, which only tries to do their job. A job not made any easier by the attitudes expressed in the item referenced above.
- 4. You really should do a bit of research before you toss off such gems of misinformation such as "Incidentally, the Coast Guard Auxiliary is not part of the Coast Guard". Were that true, it would be strange indeed that the Director of Auxiliary in each District is an active duty Coast Guard Commissioned Officer, Gold Braid and all! Thos. N. Miller

Great Escape, Grand Banks 32 South Beach / Kensington

Thos. — We don't know any recreational sailors who read 'Notices to Mariners' before going out for a sail. For that matter, we don't know anybody who can read them, given their unreadable format.

We agree with you, rules are there for a reason. But we also have brains for a reason; so we can exercise good judgement. It might not have been a Coast Guard Auxiliary riot in San Diego, but it was close. Thank God nobody was hurt!

#MHERE WERE THEY?

Your reporter made many mistakes in writing up the facts of La Semana de la Regatta (Baja Ha-ha to your readers). I wonder if he was really there. Who did he interview for the information he so sloppily and inaccurately incorporated into his story?

More than correcting the content of the story, I take issue with the focus of Baja Ha-ha: that appellation says it all. Does Latitude believe

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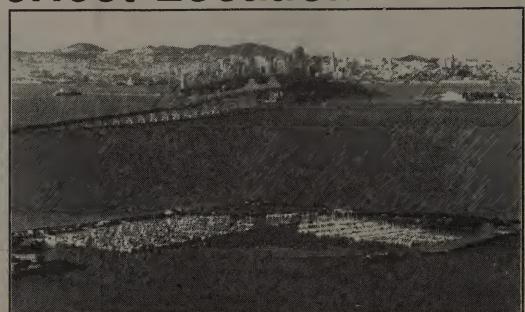
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that Race Week is only a gathering of "party hearties"? With this kind of coverage I imagine that is all Race Week will be in the future; all this despite the stated change in focus, which was mentioned but not reflected in the coverage given the event by organizers.

Many different kinds of folks come to a successful Race Week in the Sea of Cortez. Not all were young, wild or drink to excess. Some have children or grandchildren with them. In fact, to be a successful cruiser on a sail or power boat, one must have a good head, considerable knowledge and a lot of courage (the flip side of discipline). With these qualities in common, a gathering of cruisers anywhere in the world makes for fun and excitement.

Hopefully people come to Race Week to relax and most feel free to be themselves and to participate or not in organized activities, the foremost of which, with some preplanning, might even be boat racing.

This week will always be a time for old and new friends to get together in the evenings on different boats, enjoy beach potlucks, share food, drink and make music. Please, let's not cheapen a great tradition with lousy journalism.

> Elsa Johnson Ave de Paso Port Angeles, Washington

Elsa — It's ironic that you find the Baja Ha-ha "appellation" to "cheapen a great tradition". Nobody is more familiar with the tradition of Sea of Cortez Race Week than the publisher of this magazine. It was, after all, his idea and he is the one who nicknamed it Baja Ha-ha before the first one ever took place.

The publisher, incidentally, is convinced there is nothing cheap about the name Baja Ha-ha or laughter, nor do they carry any necessary inference of less than exemplary behavior. He's done Baja Ha-ha with his young kids and thought it a wonderful environment for them. He's also made many close friends at the six he's attended, some of the best of them seniors citizens and infants — few of whom

As for this year's coverage, there was no Latitude staffer present, in part because the event was scheduled, despite our plea, for dates that made it impossible for us to attend. We sincerely regret that the material, provided by a participant of numerous La Semana de la Regattas, wasn't as factually or spiritually accurate as you and others might have liked. It certainly was not our intention.

Since Latitude has more or less been eased out to pasture with regard to La Semana, and since the beloved Baja Ha-ha spirit of the early years has apparently faded into oblivion, perhaps it would be best for everyone if the Cruising Club of La Paz appointed a photojournalist to produce the official account each year.

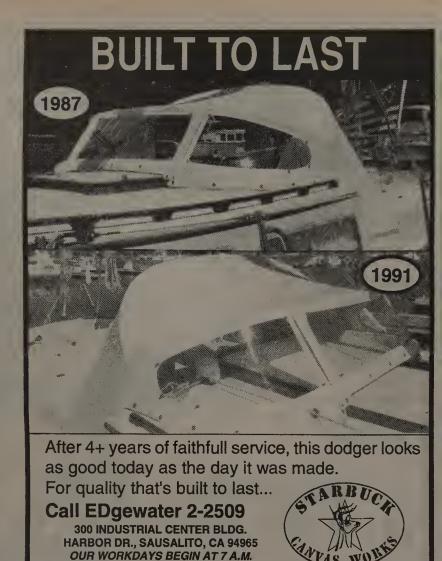
U↑DAIQUIRI DRIVEL

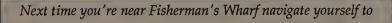
Well, yo, ho, ho and a bottle of rum — sans lime juice, sugar and ice. Why ever did you include the daiquiri drivel [Loose Lips, May] in such a fine rag? And then make matters worse by finishing it with a sexist comment about wives? We've met lots of fine sailors whose husbands drink piña coladas. So what?

We love your mag and your ads have worked for us. We're now on our way from Fort Lauderdale to San Diego via the islands, Venezuela and the Canal. Thanks for the good stuff — as well as the bad.

> Gene Badinger and Judy Sadlier Cavu, Soverel 48 San Francisco

Gene & Judy — While those comments sounded pretty nasty, there was an element of truth to them. According to the Wanderer, the further 'out' you get, the less likely you are to find the ingredients (ice) and implements (a mixer) to prepare a drink as dainty as a daiquiri. Try ordering one in a West Indian rum shop and they won't even acknowledge your existence.





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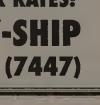
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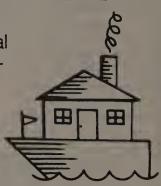




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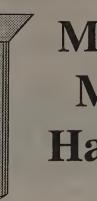


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As for non-sailing wives preferring daiquiris, the Wanderer swears he's got government studies that prove it's true.

##BREST '92 ORGANIZERS

In the May Changes you mentioned, along with the Bermuda-Brest TransAtlantic Cruising Race for Classic Yachts, BREST '92, a major traditional sail festival to be held in Brittany, France, next July.

Your readers don't have to write, phone or fax as far as the Caribbean to get more information, as I attended the Douarnenez '88 Festival and am working with the BREST '92 organizers to coordinate

active American participation in next year's fete.

It would be truly appreciated if Latitude could get the word out that BREST '92 is eager for traditional mariners, boatbuilders, craftspersons, musicians and artists from the United States to sail, row, sing and set up exhibition booths to present their talents to the European public. Organizers are offering reduced rates on exhibit space to encourage participation by "foreigners who have greater distances to travel and for those who may have low budget operations".

Naturally we want tourists from the Bay Area and the United States to attend, and with the Master Mariners, San Francisco Maritime National Historical Park, the Alma, et al., we could have a strong presence. BREST '92 is a much bigger event than most people realize. I would be most happy to provide any interested parties with

more information.

P.S. Now, on the further cranky traditionalist side, doesn't anyone get tired of hearing "pointy end", "high side", "low side", "drive the boat", "turn right", "turn left", etc.? Hasn't anybody else stopped

thinking it's cute?

Why learn correct nautical terminology at all, since it's not really necessary for small boat recreational sailors nowadays anyway? You might make a case for further degradation of our society and say that the true reason wooden boats disappeared is that there are no longer any iron men around to sail them (although I personally will vouch for a few).

And finally, why can't we water people, already priding ourselves on our navigational skills, derive some additional pride in the mastery

of something a bit arcane? Think on it!

Carol Dibner 95 Red Rock Way #M207 San Francisco 94131

Carol — We think you've got the degradation of society backwards. Stagecoaches didn't disappear because there were no more stagecoach drivers anymore than wooden boats are disappearing because there aren't any more iron men. In both cases the real reason for the disappearance was the development of more efficient, lower cost alternatives.

UAL AM HOPING FOR INFORMATION

While reading Bill Kaysing's Freedom Encyclopedia, I ran across the address of your publication. As I am considering a life on the water in my declining years — houseboat, whatever — I am hoping you folks can give me some information and/or ideas as to where an amateur sailor might start.

Arthur D. Jory Simi Valley, CA

Arthur — If you consider the rest of your life "declining years", you should probably stick to a home on a golf course. If, however, you consider the rest of your life "advancing age", you're a candidate for on the water living.

like coming to a banquet but not eating. Powerboats? They're good places to store the golf clubs for when you get old. A sailboat? Why of

What kind of boat to live on? Certainly not a houseboat, which is

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If you want information and ideas about living aboard a sailboat, we suggest you hit the docks. After ten conversations with liveaboards, you'll have a much better idea whether or not it's something you'd like to pursue.

#ATHE NIPPLES HAD BEEN BADLY DETERIORATED

Prior to leaving for points south in December of 1987, we replaced the exhaust manifold on the Westerbeke 40 that serves as the

auxiliary engine our own Valiant 40 Liebchen.

But three times in the last three years we have blown hoses on the cooling system. The last time it blew I noticed that the hose nipples had badly deteriorated, so I removed the manifold and brought it to Palomar Radiator Shop in Vista for rebuilding. Paul, the technician, immediately spotted the problem.

"The pressure port," he said, "must be plugged, causing steam to

force its way out. This, in turn, eats up the cast aluminum.'

When I returned to pick up the manifold, he pointed out that the pressure port, during manufacture, had been drilled and tapped into the manifold, but that no passage had been drilled through the connecting vent to the filler tube. In other words, there had been no way for the system to relieve pressure other than by blowing by the hose connections or by blowing out the hoses themselves.

I then brought the faulty part to Don Elms at TDC Equipment, a Westerbeke distributor. Elms made a few calls to the East Coast and informed me the company would ship me a new part, complete with new hoses and gaskets, free of charge and freight. And they did! Paul at Palomar Radiator was able to save the old manifold, so now! have

My thanks to Palomar, TDC and Westerbeke for diagnosing, repairing and replacing the faulty part with no questions whatsoever.

Anyone having similar problems should look under their radiator cap to see if a small hole has been drilled through the tube to the fitting on the outside of the manifold.

Roy & Anita Silliker Liebchen, Valiant 40 Portland, Maine

U↑AFTER 36,000 MILES OF OCEAN USE, I AM VERY PLEASED

As a sailboat owner and mate on an ocean-going ship, I'd like to put in a good word for Celesticomp, Inc. of Vashon, Washington. About a year ago I purchased the Celesticomp V navigational computer, and it's just great. On the ship I use it no less than 10 times a day. The Celesticomp V not only gives you the most features for the bucks, but it's backed by excellent service. If you have any problems or questions, all you need to do is call Celesticomp — and you'll be talking directly to the programmer himself! Try that with one of the Japanese brands. At any rate, it's a great product and after 36,000 ocean miles I am very pleased.

P.S. No matter if Elizabeth Meyer of Endeavor said "Latitude 38 is the only good sailing in the United States," or "Latitude 38 is the best sailing magazine in the United States," she was right. And not

only that, it's free! What an incredible deal.

James D. Fletcher El Cerrito

James — We thank you, and we're certain that Celesticomp thanks you.

♦ ↑ A PHOTOGRAPH TO REMEMBER

I must admit that at first we were flattered to hear that our boat was pictured in your June '91 issue. But then we were astonished to see that you had used an 8-year old picture of our Sunglade on the reef at Año Nuevo. Besides that, the Night To Remember article said nothing about us nor when the photograph was taken.

Though our 'night to remember', July 1, 1983, wasn't



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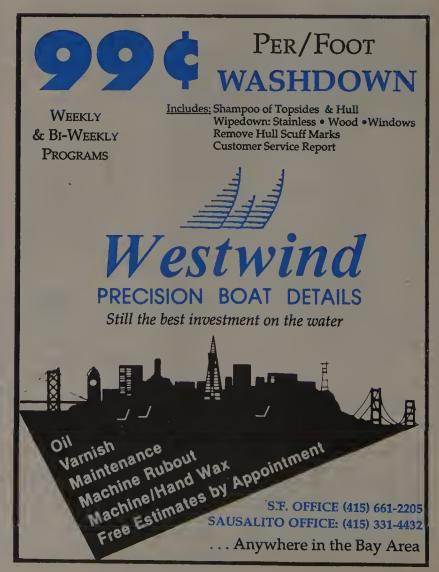
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compounded by being in the South Pacific, we also were the victims of our own inexperience — which lead to sloppy navigation, fatigue, miscommunication, and misjudgment of our position in heavy fog. But that's another story.

Please tell our friends that the photograph was an old one. Sunglade is alive and well in the Bay Area. Thanks to the help of the people at Año Nuevo State Reserve, Marin salvor Tim Parker and crew, our friends at Pete's Harbor, and especially our family, we got the boat and most of our belongings — including the cat — back to Redwood City.



'Sunglade' revisited: this time it was on purpose.

Judging from the photograph it may seem unbelievable, but Kenny repaired the damage and rebuilt the boat better than ever. We left for Mexico and points beyond in 1986. The accompanying photograph shows Sunglade's port side on the beach again, but this time purposely careened for a bottom job at Puerto Don Juan near Bahia Los Angeles in 1988. We ended up loving Mexico so much that we never made it to "points beyond".

It was during that trip that we learned our 30-footer was not big enough for us and our toys. We sailed back to the Bay Area in 1989, where I'm back working ashore and Kenny is finishing our new Sunglade, from a Herreschoff-designed ferro-cement hull. Hopefully we'll be back cruising again in just a few years.

Jane & Ken Thomas Sunglade Redwood City

Jane & Ken — Our apologies if we caused you or any of your friends any alarm. Let us know when you launch the new boat and we'll make it up to you.

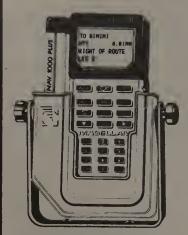
∥↑ A MARKET FOR SAME DAY TAILORING OF SAILS?

Just a quick note to say thanks for getting my name correct in the article Survival Tips For The '90s in the July Latitude 38. I have been referred to so many times as George Zimmerman that I've thought about changing my name.

While we are on the subject of tailoring, do you think there is a market for same day tailoring of sails? Maybe a re-cut while you wait? How about a new fashion trend — double breasted sails with color coordinated batten pocket handkerchiefs? Just a thought; I'll work on it. I guarantee it!

George Zimmer President, The Men's Wearhouse





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LOOSE LIPS

We should have listened to him.

Socialite and sportsman James Van Alen died at age 88 after falling off the terrace of his Newport, Rhode Island home. Van Alen came up with two great ideas for the world of sport; one was adopted, unfortunately for the sport of sailing the other wasn't.

Van Alen dramatically changed tennis — most say for the better—by the invention of the tie-breaker. Van Alen had a great idea for the America's Cup way back when, also: have the crews switch boats after each race. Heretical when first proposed, with the obscene amount of money being spent now in San Diego, it seems a modest—and intelligent proposal.

Finally, some macho ad copy for sailing togs:

"Want to sail faster, harder and smarter? Change your clothes! A simple idea that is as old as the sea itself, and whose time has come. You'll do a better job, be it work or play, if you are more comfortable. The guy that is not worrying about a cam cleat in his butt, his itchy, sandpapered thighs, has less distractions and more energy to focus on the next wave, current line and/or hiking out that extra inch."

Wild stuff, but true. Imagine trying to ask a guy with "sandpapered thighs" and "a cam cleat in his butt" to hike out a couple of more inches. Sailing Angles brand clothes are the ones responsible for the copy; call them at (800) 666-3616 for further information on preventing itchy thighs.

"I got two nices ones," writes Dick Winter of Wintertyme.

That's two nice photographs of a Bristol 35, sail #32, as she was sailing south from Marina Bay toward the Gate. If you're the owner of the Bristol, Winter would like to see that you get the photographs. Give him a call at (916) 355-2287 during the day.

What's this doing in a sailing magazine? We don't know either. You see some strange sights in Honolulu's



Ala Wai Yacht Harbor, and this happened to be one of them. A Latitude T-shirt to the best written explanation — real or completely bogus — of what this contraption is all about. Bonus points for explaining why this guy was giving us the 'thumbs up' sign.

Total recall.

It's 'judgement day' for two of West Marine's VHF radio models: Aquarius I and Aries II units have a problem (they won't transmit for several seconds after having been in receive mode for awhile) which West Marine Products wants to 'terminate'. The problem — a defective capacitor — pertains only to units sold before July 12. West

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Mile Hart



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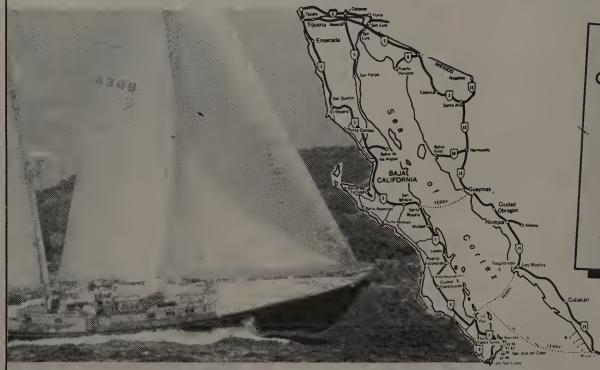


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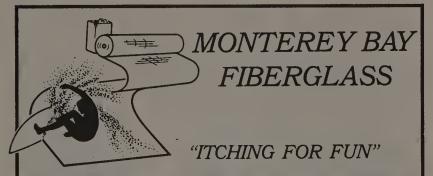
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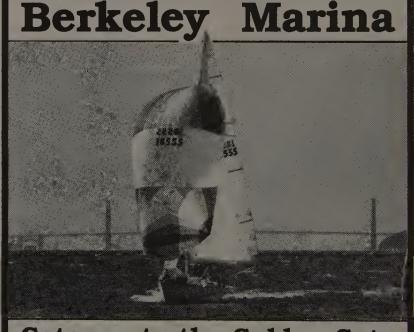


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Burning wit.

We were discussing a famous racing boat that was destroyed in a fire down in Mexico awhile back, when a friend of ours - who shall remain anonymous — announced that he knew the inside scoop. "That wasn't an accident," he said, confirming what we already suspected. "It was a 'friction fire'.'

In answer to the obvious question, our friend replied, "A 'friction fire' occurs when your mortgage starts rubbing up against your bank account!"

What others are saying.

"Like many other people, except perhaps Dennis Conner, I'm also frustrated with the location of the America's Cup. All the effort that has gone into organizing the media center, TV coverage, race management, to say nothing of the seven syndicates and the nine boats; all that money spent on the pinnacle of our sport and we have to hold it where there is no wind. Yacht racing is hard to watch at the best of times, but when there is no wind, which is the case in San Diego, the whole thing strikes me as a ridiculous waste of time. But then I am reminded that this is not the sport of yacht racing, this is the game that is the America's Cup."

Marcus Hutchinson, Editor, Seahorse Magazine

Official GPS of Desert Storm. . . .

Every year, Ernst & Young, INC. Magazine and Merrill Lynch get together and elect an entrepreneur of the year in a number of different categories. In manufacturing, for 1991, that person is Charles Trimble, one of five founders of the Sunnyvale navigation company that bears his name. According to an article in the Examiner, "Trimble has emerged as the world leader in commercial global positioning (GPS) technology." That's doubtless news to Magellan and other manufacturers of the super-precise satellite navigtion units. But if there was ever a right time and right place to be in back around January 15, you have to give Trimble credit for seeing it. When the war started, his company worked seven days a week around the clock to turn out the handheld GPS units used by Desert Storm troops.

Bill's excellent adventure.

Bill Permar of Sausalito YC just christened his second child Stewart. His first, a girl, is named Camille. Bill also happens to be the current owner of the Stewart 42 Camille, which should give you some idea of how much he likes to sail. Says Bill, "My previous boat was named Thudpucker, which wouldn't have worked as well!"

Picky, picky.

We got this pamphlet in the mail from some English firm. They're peddling a series of paintings touted as a "Unique portfolio of... the most exclusive and desirable craft afloat today". We're wondering who the heck they consulted to pick them. Just five of the 12 yachts depicted are sailboats — only a couple of which we remotely recognize — and one of the big motoryachts is Trump Princess. Give us a break.

Not a cover-up.

It's not often we run a cover photo by anyone other than a staffer, but we made an exception last month with the great photo of Wanderbird taken during the Master Mariners. Unfortunately, in the final hours of the issue, which is when we put the Table of Contents

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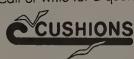
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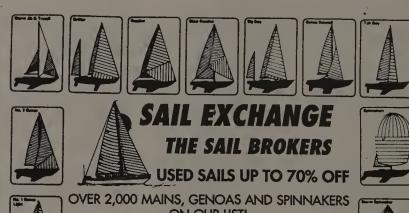
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LOOSE LIPS

together, we neglected to note the photographer, Richard Homestead. Sorry about that.

Does this mean it won't make you sleepy?

Proctor & Gamble, saying their Dramamine brand motion-sickness medicine "no longer fits their plans", recently sold to it Upjohn for an undisclosed price. The net effect to mariners? Probably zilch.

Nipped in the bud... uh,... butt.

Sea Lions, classified as a threatened species under the Marine Mammal Act, are protected from the harm and harassment of humans by up to a \$25,000 fine and a year in jail. Relatively intelligent, the sea lions seem to understand the situation and have taken advantage of it. We all know how they've moved in and taken over some of the docks at Pier 39, which because they're such a tourist attraction, has been just fine with the management. But that's just one of several locations where the noisy mammals have reclaimed domiciles. In Kodiak, Alaska, they've taken over Jim Ramaglia's small boat fuel dock and demonstrated no inclination whatsoever to leave. Unfortunately, they haven't been the most pleasant guests. They've driven away customers, done \$50,000 damage to the fuel dock, and not long ago one sea lion gave fisherman Dave Snodgrass a very painful bite on the butt.

The National Marine Fisheries Service and even Greenpeace acknowledge that something needs to be done, but neither of them can think what. The problem is that, like bad houseguests, the sea lions aren't going to leave until they're forced to, but the Marine Mammal Act means they can't be abused. India's got sacred cows, we've got sacred sea lions. Who says Americans aren't spiritual?

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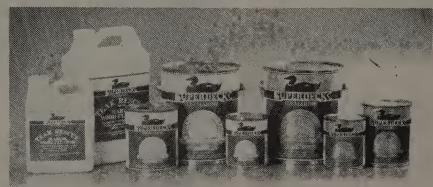
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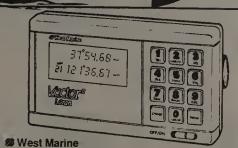
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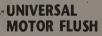
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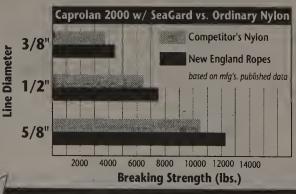
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Since there is quite a bit of volume enclosed by your boat's hull and deck, and most of us want to use modest size holes in its structure, the answer is to place several 3 or 4" deckplates with vents in the deck where they will do the most good. Each cabin in the interior should have its own

air supply - especially those areas that can be closed off from the rest of the boat like staterooms and heads. Even better, cabins should have a source of fresh air and a way to remove staleair-an intake and exhaust vent.

Nicro has made a tremendous

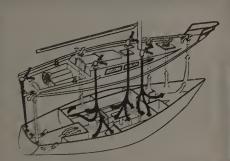


Diagram shows one possible vent configuration far a typical racer/cruiser. Dark arrows indicate intake, light arrows indicate exhaust.

boats are ventilated by using a small solar panel which is built-in to the top of the vent. This powers an efficient fan motor, which supplies or removes air from below.

Finally, we leave you with some practical hints: Try to ventilate with intake and exhaust vents for optimum circulation. Larger 4" vents are about twice as effective as the conventional 3' vents - if you have the room for them, we recommend their use. Ventilation is also important when at sea in lousy conditions. Ensure that you do not have a "fair weather" ventilation system that does not include water baffles. Because even with the hatches tightly in bad weather you'll still need fresh air!

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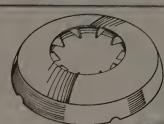
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boat for sale, as-is, where-is

We've heard some pretty good distress sale stories, but few can top the recent episode that took place just north of Pt. Reyes in mid-June.

The tale starts with Alastair Brown, 40. Originally from Scotland, he now makes his living working with computers in El Sobrante. He took up sailing about eight years ago and bought himself a Westsail 32. Daysails on the Bay were his main use for the sturdy double ender, but once a year, he would venture out the Golden Gate for a little singlehanded adventure.

"Angel Island looks the same after the first few times you sail there," he says. "I'd go offshore for a week or so, getting out as much as 100 to 200 miles from the coast."

A couple of years ago, Brown ran into some heavy weather on his ocean adventure, but nothing he couldn't handle. This past June, however, he sailed into the middle of a weather system that featured steady 25-knot winds and constantly overcast skies. Without radar or electronic equipment, he normally relied on a sextant for navigation — but without the sun he could only guess cont'd next sightings page

the smuggler's

When told he was about to be boarded by the Coast Guard July 16, 1,000 miles northwest of San Francisco, Olaf Juda, captain of the 83-foot schooner *Malekula*, did what a lot of sailors have wanted to do: he threatened to shoot anyone who tried to come aboard.

When the armed boarding party, including federal drug agents, from the Eurekabased Coast Guard cutter retreated to think things over, somebody on the Malekula solved their dilemma by setting off an explosion that ripped through the schooner. With their vessel engulfed in flames, the six crewmembers, three from Miami, one from the Phillipines, one from Texas and the



cup

captain from Taos, quickly disembarked of their own volition. Shortly thereafter, the vessel sank.

It didn't take a Sherlock Holmes to suspect the crew might have been trying to hide something. Emigrating Haitians, cannons for Iraq, or maybe, just maybe, drugs. Sure enough, the Coast Guard not only retrieved the six crewmembers from the predawn waters, but 32 40-pound bales of hashish. It's estimated that another 12 tons of hash went down with the ship.

And then on July 20, the feds boarded Peter Califano's fishing boat off Long Island and were surprised to find not cod, but continued middle of next sightings page



boat for sale — cont'd

at his location.

"I kept going west to get out from under the clouds," he says. A fix showed him to be about 200 miles off Morro Bay. "I turned on the engine and started heading back on a course of about 015."

After two days, Brown again broke free of the clouds long enough to get another fix, which positioned him at latitude 38 plus change. His mind,



They don't move very fast on land, either.

probably dulled somewhat from wandering about the ocean for several days, refused to believe he was that far north. Instead of running off to the Golden Gate, he kept working north and east, toward land. His fuel was running low, however, and without a harbor in sight, he decided to find the nearest sandy beach off what he guessed was Monterey. In truth, he found some protection inside the point at Elephant Rock and gently touched down at Kehoe Beach.

Stepping ashore, Brown walked up to a ranch house nearby. Dan Evans was about to eat his dinner "when this guy soaked to his knees comes to the door asking to use the phone. 'And by the way', he says, 'would you like to buy a boat for a nominal price?'

"It really didn't seem that strange to me that he'd want to get rid of the boat like that," says Evans. "I spent a year in London and another in Tehran and when I was ready to go, I just said 'Oh, good grief. Let's just get on with something new."

Evans, a beef rancher and commercial fisherman, thought the offer (which neither he nor Brown would reveal) was too good to pass up. The only hitch, of course, is that he had to haul the craft away. Using a D-6 Caterpillar buildozer, he dragged the yacht down the beach and into Abbott's Lagoon. In order to avoid disturbing the local bird nesting area, he motored it to the opposite shore and onto a waiting trailer.

Evans says that when you figure in the hassle of getting permission to haul the boat across park land, then having to repair grounding damage (some broken bulkheads) and the severe sand rash incurred dragging it down the beach, it wasn't such a great bargain. He's now making repairs and plans to berth the boat on Tomales Bay.

Alastair Brown, meanwhile, has pretty much forgotten about the whole episode and is now enjoying another hobby, photography. So keep an eye out for a shutterbug with a thick Scottish accent. Who knows, if you run across him at the right moment, you might luck onto some nice camera gear at a very nice price — as-is, where-is.

- shimon van collie

don't need that kind of thing around here

Thanks to the BCDC we can all sleep better tonight. Muni sewage treatment plants still pollute the Bay, home owners and businesses still have to kiss ass to retain property rights, and mariners still do not have complete freedom to use their boats . . . but the real important thing we've all been holding our

continued next sightings page

that thing - cont'd

breath for, the eviction of Forbes Island from Richardson Bay, is now a virtual certainty.

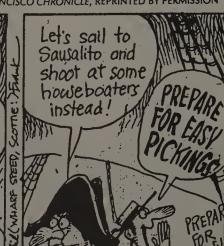
Sure, we've been critical of the BCDC once or twice in the past, but we've come to our senses. Thanks to the visionary guidance of their regulation-

FARLEY/Phil Frank









worshipping staff, the pit bull zeal of their enforcement division, and the seemingly endless flow of our tax dollars, the BCDC, backed by the wisdom of retiring Superior Court Judge Peter Allen Smith, says they'll have Forbes' Island out of Richardson Bay by September 16 or, or, or they'll probably send its owner to the gas chamber.

You know Forbes Island, the 65 by 33-foot palm and beach-topped barge with the luxurious abode down below that, although anchored in Richardson Bay, appears to be a tropical island. The zany creation of retired houseboat builder Forbes Kiddoo is valued at \$2.5 million and has been featured on the front page of the Wall Street Journal, various other international publications, and television programs.

But thank god that Forbes Island will soon be gone. For is there a single one among us who can honestly say he hasn't been irreparably harmed by Forbes Island? Is there anyone who can claim his life hasn't been made worse by Kiddoo's creation? That we haven't all been robbed of some happiness by the whimsy of it all?

Sure, our kids and your kids loved it, and everybody from out of town was always intrigued. But little did they suspect the terrible truth, that in the 20-20 eyes of the all-wise and seemingly all-powerful BCDC staff, Forbes Island is nothing more than a regulation bustin' violation of their interpretation of the Public Trust.

Most of us can remember what Sausalito used to be like not too many years ago: home to artists, free spirits, whimsy, art, laughter and fun. Thanks to the graying of the population and the relentless efforts of agencies like the BCDC, that spirit is deader than Kelsey's nuts. Every year or two, a naive resident of Europe or Australia will stop us on the street to ask: "Where is the famous Sausalito artist's community?"

"Legislated out of existence," we proudly tell them. "We're heavy into government-enforced conformity around here. Would you like to buy an 18x24-inch reproduction of the latest BCDC Staff Report?"

Kiddoo's crime, of course, is that he is different from those on the BCDC staff. Hell, his weird name alone is probably grounds for the BCDC to deny him a permit. And the one thing wild and crazy bureaucrats can't abide is a break in the pattern, a chink in the monotony, a trace of individualism. The slightest non-conformity, in their eyes, is a violation of the Public Trust, for which they'li quickly sic the state Attorney General's office on the perpetrator.

Think we're being a little too harsh? The way we see it, the BCDC paid staff, as opposed to the ill-informed appointee board, is succeeding in recreating the Bay in its own image: humorless, colorless, maybe even pulse-less.

smugglecup

10,771 pounds of cocaine wrapped in burlap sacks. With an estimated street value of \$700 million, it was reported to be the third largest drug bust in history. Federal agents said it was more noteworthy, however, for the fact

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- cont'd

that it was apparently the first collaboration between a Columbia drug cartel and organized crime in New York.

Locally, federal agents in Oakland say storing the 1,000 pounds of heroin and 1,874 pounds of cocaine seized in the last two months is costing them a fortune in warehouse and security fees. These drugs arrived on our shores via larger ships.

Earlier this month, it was bad news for the St. Vincent-registered freighter Lucky Star and her crew. She was boarded 600 miles west of Midway by U.S. authorities and found to have — surprise, surprise — 100 tons of hashish in her cargo. This made the unlucky Lucky the largest hash bust in U.S. history. Her crew, consisting of one Americontinued middle of next sightings page

great news on marina water quality

The preliminary results are in on the Richardson Bay recreational marina water quality tests, and the results are very good. So good that the Regional Water Quality Control Board has seen fit to approve the status quo, under the condition of periodic monitoring.

The reason the water tests ever got started, you might remember, is that we at *Latitude* got so disgusted with public and private agencies and officials, as well as the mainstream press, for perpetuating the unsubstantiated belief that recreational mariners are significant contributors to Bay pollution, that we asked Sausalito boatowners to contribute \$10 apiece to fund water quality tests. You responded with nearly \$3,000. Right about that time Richardson Bay Regional Agency Chair Robin Sweeny, along with Richardson Bay Harbormaster Andy Anderson, apparently got the same idea.

The water quality tests only became a reality, however, when the Regional Water Quality Control Board's Executive Director Steve Ritchie made an onthe-spot decision to provide funds for substantial testing both this year as well as next. We at *Latitude*, speaking on behalf of those who contributed money to the fund, wholeheartedly endorsed the Water Quality Board's participation.

continued next sightings page



water quality - cont'd

The water testing was done under "worst case" circumstances (slack water and low tide) in May and June of this year. Approximately 30 'stations' were tested five times each during the period. While definitive data and analysis — water quality tests aren't as simple as taking water temperature — won't be available until late August or early September, the following are "highlights" the Water Quality Control Board accepted on July 17 as part of accepting the Richardson Bay Regional Agency's plan to control pollution and maintain water quality. We quote:

1. Control stations. No violations of fecal or total coliform standards for water contact or shell fishing occurred at the control stations. [In other words, water quality in the open areas of Richardson Bay was just fine — Editor.]

2. Recreational Marinas. The recreational marinas generally did not violate water contact standards. Overall there was significant improvement in water quality from the previous 1981 study in which several marinas violated the coliform standards. A summary of the notable results is presented below.

a. There were no violations of the 5 sample median total coliform or log mean fecal coliform standards. [Everyone take a bow — Ed.]

b. The Sausalito Yacht Harbor and Schoonmaker Beach median values (220 MPN/100 ml total coliform respectively), were sufficiently close to exceeding standards to warrant further testing. [Leslie Ferguson of the Water Quality Control Board, who wrote the report, explained to Latitude that these numbers did not exceed standards, but are close enough so that they want to determine the cause. Ferguson said the high numbers may have been caused by any of several things: 'graywater', street run-off, animal feces or human feces. Since the number was still below state standards, we can still all take a bow, but let's not be arrogant about it — Ed.]

c. One out of five samples at both Schoonmaker Harbor and Clipper Yacht Harbor #1 revealed the possible presence of human sewage. In both cases the fecal coliform samples were high (greater than 500 MPN/100 ml). Additionally, the FC:FS ratio was greater than six. These results indicate that the discharge of human sewage is probably not an ongoing problem in these marinas, but rather, occasional dumping occurs. [Ferguson explained that a FC:FS ratio of greater than four has traditionally been considered evidence of the presence of human sewage, but is no longer believed to be conclusive. In any event, in four of the five tests, both sites passed state standards — Ed.]

In summary, the preliminary test results look, to quote Bill and Ted, "most triumphant". They showed, for example, dramatic improvement over the last water quality tests taken in 1981, when many of the marinas failed water quality standards. And, the tests showed that except for the two possible aberrations noted, the water quality in Richardson Bay recreational boat marinas exceeds state standards for water contact.

It should be noted that there are two state water quality standards; a very strict one for the harvesting of shellfish, and less strict one for water contact. The current tests show that Richardson Bay water quality exceeded shellfish water quality standards in the open waters and in the vicinity of the few places where there are shellfish, but not in marinas. The Water Quality Control Board nonetheless accepted the test results as part of accepting the Richardson Bay Regional Agency plan, perhaps anticipating a current or proposed Food & Drug Administration ban on harvesting sheilfish from marinas and industrial areas.

So where do we stand now? This is how the Richardson Bay Regional Agency put it to the Water Quality Control Board:

"Prior to the water quality testing program, it was not known if the recreational and liveaboard boating community was having a significant impact on the water quality of the marinas. If the testing program had indicated these marinas were impacted, greater effort continued next sightings page

smugglecup

can, a Bangladeshi and 13 Pakistanis, are candidates for brain transplants for being part of the smuggle. A St. Vincent freighter in the Pacific? They might as well have painted a sign on the side of the ship that read: "Ship full of drugs."

It's still not clear what authority the United States had for boarding a foreign-registered vessel on the high seas.

Given all this thrilling nautical activity, and the drop-off in IOR racing, we're proudly announcing the first annual Latitude 38



Caught in the act: with 10 seconds to go and 10 boats converging on the starting line (the com-

don't be

We've called them lots of things over the years, but for the purpose of maintaining our PG rating, let's refer to them here as BORs: Boaters Oblivious to Races. BORs range from fishermen who tie their dinghies to racing marks all the way up to commercial ships that routinely plow right through the middle of main Bay courses and fleets. And they're not just motorboats. We've seen plenty of our kindred sail blithely into the paths of large racing fleets with nary a clue that anything's wrong until they're surrounded by angry, shouting racers.

Like sandtraps to golfers, BORs have always been a fact of life for sailboat racers, especially those who pursue the sport in a place as busy as San Fran-cisco Bay. The reason we mention them now is because, is it our imagination, or is the number of BORs increasing? It seems we've seen more of them barging through fleets in the past few months than we recall seeing in a whole season a few years back.

What really brought all this to the fore was the start of the Catalina Race on Sunday, July 7. In the space of half an hour, when divisions were starting every five minutes, no fewer than three motorboats chugged right through the starting line—one within 10 seconds of a start. One of the boats was a Red and White ferry! Later in the month, a Blue and Gold ferry went right through the line during the PiCYA Cham-

- cont'd

Smuggler's Cup. The start is from Panama, Columbia or Thailand, and all seaworthy vessels capable of carrying \$500 million or more in illegal drugs may enter. The winner is the first one to anchor in San Francisco Bay and show up, undetected, with the contraband at our back door. The winner gets a lifetime membership at Club Fed. All proceeds go to help a worth, charitable cause like the America's Cup Organizing Committee.



mittee boat to left and buoy to right), this BOR still bored on through.

a bor

pionships within 30 seconds of the start.

As incredible as these instances seem to us — sort of the waterborne equivalent of Custer's men 'not noticing' the entire Sioux Nation riding down on them — we give most BORs the benefit of the doubt. Some small fleets or divisions do 'blend into the background', especially if they're starting off a yacht club and no race committee boat is out on the water. Once boats get strung out over the course, even we sometimes have trouble figuring out who they are. The point being, we think the majority of boaters out for a Sunday sail have both the courtesy and desire to stay clear of racers — if it were just more obvious who they were. And no, folks: to some people the sight of a dozen kevlarclad one designs pounding to weather within feet of each other is not 'obvious' enough.

What we're getting at has been proposed and talked about before: Some way to make racers and/or races in progress instantly recognizable as such. What we'd like are suggestions from our readers — racers, non-racers, motor-boaters, fishermen — of the best way to do that.

The obvious solution seems to be some sort of unique visual signal. By the time most BORs see the most common one — a clenched fist with an upraised middle finger — it's too late. A better example is one suggested some years back: simply having all boats run

continued middle of next sightings page

water quality - cont'd

would have been necessary to identify the potential sources within a marina.

"However, the testing indicated that the water quality in the recreational marinas is generally significantly above the receiving water standards for total and fecal coliform. Therefore, rather than require any action from the recreational boating community at this time, the RBRA is proposing to conduct a boater education program. On-going monitoring will continue to assess the water quality in the marinas. In the event this monitoring shows consistent or significant water quality violations, an ordinance will be enacted which requires the sealing of all holding tanks."

What kind of ordinances will be enacted if marina water quality suddenly goes to hell? All thru-hulls would have to be sealed, a \$500 fine would be imposed for violations, and the cost of the program "and ongoing random checking" would be funded by fees assessed against us, the boatowners. That would be swell, wouldn't it?

We at Latitude are nonetheless more than willing to abide with such conditions. All we ever wanted was the chance to prove that we don't pollute and won't pollute in the future. The Richardson Bay Regional Agency, chaired by a sympathetic Robin Sweeny, gave us that chance. The Regional Water Quality Control Board, whose Executive Director, Steve Ritchie, is the man who really made the water quality tests possible — not only gave us the chance but found the money to fund substantial testing.

Both these agencies gave us the chance, and we passed. Now it's up to us recreational mariners to see that we don't backslide. If we keep our marina water as clean as we have in the past, thru-hulls won't have to be sealed. If we keep it as clean as we've been keeping it, we won't be assessed to have someone do random checks on our boats. But even better, if we keep doing our part, we'll get what we all deserve — clean water.

So don't pollute! And don't let your neighbors pollute! And don't let anybody say you do.

The test results are not only good news locally, but for other liveaboards around the United States. It's no secret that there are many liveaboards in the marinas tested, but the results were still great. When the final report comes out, start spreading the news.

Three final notes:

One, what about the money *Latitude* collected? Robin Sweeny says it's still desperately needed, either to help pay for the boater education program that RBRA must institute, or to help pay for ongoing water tests. We're holding it for those purposes.

Two, we've made no mention of the test results in the houseboat marinas and in those with anchor-out sewage problems. These are treated separately from recreational boat marinas by both the RBRA and the Water Quality Control Board. It's too complicated to get into their situations, other than to say that the RBRA has come up with a pollution-fighting plan for them also — one that seems reasonable to us — that the Water Board has accepted.

Three, we've almost always been critical of the BCDC, a government agency that we're convinced almost always deserves such treatment — and a lot worse. The Regional Water Quality Control Board stands in marked contrast to the BCDC. Unlike the BCDC, which has tortured the language of the its state mandate into excuses for tampering with individual rights, the Water Control Board has kept its focus on water quality. As Robin Sweeny said, "The Water Quality Control Board is much easier to work with than the BCDC." She's repeatedly sung the Water Board's praises in terms of cooperation, flexibility, and a willingness to understand complex social problems.

From what we've seen of the Water Quality Control Board, we have to agree with Sweeny. The BCDC seeks trouble; they are currently suing Galilee Harbor, Waldo Point Harbor and the Gates Coop, and are being countersued by Waldo Point; they are also completely out of step with the County of Marin and the City of Sausalito on land-use issues regarding these harbors, and the Water Quality Control Board has pointedly refused to join their crusade. While the BCDC seeks trouble, the Water Quality Control Board finds solutions. What a difference an agency's attitude makes!

going cruising — soon

After 36 years of selling real estate and sailboats, all San Anselmo's Dave Sheldon wants to do now is become a 'sea gypsy'. He's pretty close to achieving that goal, although cutting the ties with his friends in the Bay Area makes casting off the lines of his Bodega 30 Quark harder than anticipated.

Trim and youthful at the age of 66, the blue-eyed Sheldon has a lot of memories to pack away. He grew up in a waterfront house in Tiburon on Raccoon Straits. His father owned a powerboat, but sailing took the youngster's fancy. After an inaugural sail aboard a 26-ft sloop out of the San Francisco YC, Dave went to the 1939 World's Fair on Treasure Island where one of the two sailboats on display caught his eye. She was Ernie Nunes' prototype for the 18-ft Mercury class. Dave's father agreed to buy the little yacht.

Dave and his younger brother Stan took delivery of Silver Fox and ventured out for their first sail alone in the North Bay. At one point, the boom flew across the cockpit.

"I knew from my reading that that was a jibe," Dave recalls. "By the time we got back to the mooring that day, we thought we were real sailors."

Dave campaigned the Mercury actively, both in the one design class that grew as Nunes Sausalito yard churned out plywood kits for homebuilders. He also raced against other class boats in the Small Boat Racing Association.

After a stint on a PT boat in the Philippines during World War II, Dave returned to the Bay. He bought the Bear Boat Trigger and chased Bill Trask and his Wiki around the course for a few years. Among the adventures he remembers was finishing the Midnight Moonlight Marathon Madness Race—from Tiburon to Vallejo and back—so early that he had to anchor and record other boats' finishes while waiting for the race committee to get on station!

In the early '50s, Dave sold his Bear and pursued sports car racing, which at the time featured a hot circuit up and down the California coast. He also went to work for a housewares importer and in his spare time, crewed now and then on the 55-ft schooner Samarang, including trips to Catalina and Canada.

One day Dave ran into an old Lowell High School buddy, the newspaper writer Al Hoppe. Al was trying to rig a mast for his 26-ft Fleur de Lis sloop. Dave helped out and earned himself a crew position. Through Hoppe, Dave was introduced to Japanese boatbuilder Okimoto. That connection led to Dave's importing the 20-ft Bay Lady cruiser/racer, and a career in yacht brokering. He eventually sold 20 of the boats on the Bay and another 10 in Southern California. The yacht also became one of the first classes in the Midget Ocean Racing Club (MORC, later MORA) that Sheldon helped organize for local racers.

For the next 10 years, Dave worked as an agent for Commodore Yacht Sales in San Rafael, then as his own boss in Sausalito. During that time, he represented Jensen Marine (in the process bringing the first Cal 20 to the Bay), Holiday and Seafarer Yachts, Alcort's Sunfish, Carter Pyle's Pacific Cat and the Olympic 15-ft singlehanded Finn dinghies.

"The Finns really caught on," he recalls, adding that the fleet at that time included Commodore Tompkins, Ronny Wise, Nels Erickson and Gary Mull, among others. The first three were also part of a regular Sausalito 'lunch bunch' that met with Dave, Derek Baylis (who at the time was working on the beginnings of the Barient winch company) and Myron Spaulding at a diner on Bridgeway.

Yacht brokering lost its appeal in the mid 1960s, so Dave switched over to real estate. In 1973, he was Realtor of the Year and during his 20-year stint in the business, he served on the Marin County Board of Realtors. The mid '80s found him as personnel director for Merrill Lynch in San Rafael. Outside his office were some berths and boats for sale. The lure of boating pulled him back and he served a second 'tour of duty' as a yacht broker with Dolphin Yachts, Kermit Parker and Fraser Yachts.

It was at Fraser's that Dave came across Quark, the Chuck Burns-designed fiberglass cruiser that's also known variously as a Sonoma 30 or Farallon 29. The rugged Quark, built in 1979, had already made two trips to the South Pacific with each of its previous owners, David Case and David Symonds. Sheldon saw it as a perfect vehicle for his own escape.

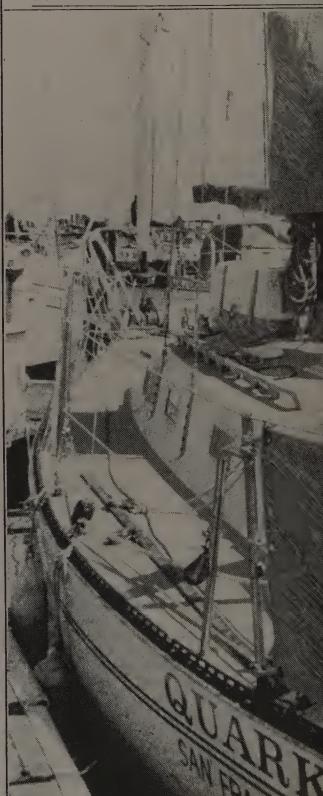
Three months ago, he formally retired. Since then he's been trying to tie up loose ends so he can head south for Mexico, then either west to the South continued next sightings page

bors

bright-colored pennants from their backstays, with similar colored marks or flags atop marks on the course.

The wrong way to go on this issue is to create more 'official' rules or legislation. We have too damn much of that as it is. Nor is 'the prospect of an America's Cup-type Coast Guard 'DMZ' around a race course even a remote possibility. We're talking about something simple that racers can do, in essence, to turn BORs into BARs — Boaters Aware of Racers.

So whaddya say? Let's collectively banter a few ideas around here or in our Letters



cont'd

section for a while, and we'll do some PR for the best ones. One possibility is to do a trial run by promoting voluntary compliance among racers taking part in the upcoming Midwinter races. Who knows, by next season we may have started a national trend, and the suggestion(s) of one or more of our readers will become part of that unwritten code of boaters everywhere. In the process, maybe we'll save some innocent BORs' (or racers') butts from some serious hurt.

Or maybe we won't and we're just blowing smoke. Please take a minute to let us know what you think.

going - cont'd

Pacific or farther south to Central America and the Caribbean. On the way he'll visit his brother in Marina Del Rey and hang out in San Diego for the America's Cup action, which starts in January. He's also planning to hook up with another Farallon 29 owner, Ray Jason of Pier 39, who reportedly has plans to cruise on his Aventura after he finishes his stint as the official San Francisco 49ers juggler this season.

It's the first mile that's proving to be the toughest for Dave, however. He's still sorting out stuff from the more than six decades he's spent here in the Bay Area, including the raising of three now-grown children and an ended marriage. The lure of the sea beckons, but its siren call is having difficulty overcoming the shoreside bonds. Presumably, by the time you read this, Dave will have made the break. We'll look forward to his reports from his various ports of call.

- shimon van collie



don't go to the boat house

Whoo-boy. Color us red. As in embarrassed. Color Frank Schmeidal red, too, as in angry. Frank called to tell us thanks anyway, but thanks for nothing. The famous Boat House, located opposite Locke on the Delta's Sacramento River, has gone private. It is not, as we noted in last month's Delta first-timer's guide, open to visiting boats anymore. In fact, hasn't been since last summer. Slips for member boats have replaced the long dock and they're all rented out for the season, folks.

Oops. Our mistake. Sorry about that.

We can't help but take a little pride in Frank's frustration, though. He said most of the boaters he's turned away have mentioned they read about it in Latitude. Thanks, folks — we think.

Anyway, here's plan B: forget the Boat House. If you want to visit Locke, normal sailboats can tie up in Walnut Grove. Blessed ones — those with tabernacle masts — can come in the 'back door'. Motor under the fixed bridge between Walnut Grove and Locke, then turn left into Locke Slough — what the locals call 'Dredger's Slough' — and park there.

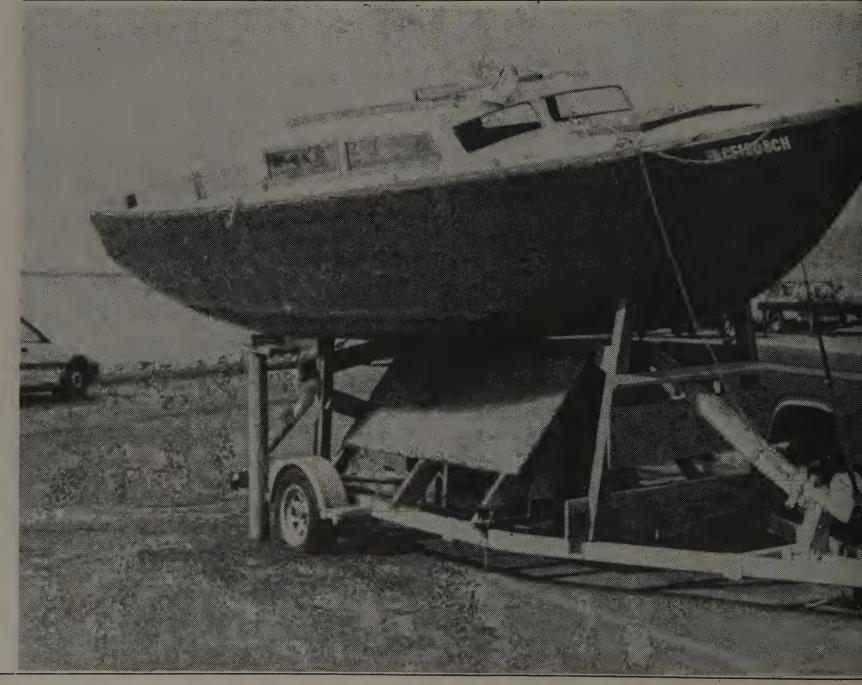
talking trash? leave the writing to us

Everybody knows (don't they?) that 'Don't Pollute' placards have been required on all boats over 26 feet since last July. These are available for a few continued next sightings page

ancient mariners

Two miles from the finish of this 2,250-mile ocean race for traditional wooden yachts, the lead changed hands. Pre-race favorite Rowena, a 1961 Rhodes 49 cutter now owned by Tom and Wyndham Jackson of San Diego, had led the entire way — only to fall into a hole in the Pailolo Channel right before the finish off Lahaina. "We put up an old light air spinnaker, but it blew up," said crewmember Kimberly Hemphill. "As we scrambled to get up another sail, we could see the shadow of Caprice ghost by under the full moon. It was a gawd-awful feeling."

Caprice, a 1962 Lapworth 50 owned by David and Barbara Lenschmidt of Alameda, went on to capture line honors by 2 minutes and 26 seconds over Rowena. Despite a 2 a.m. finish, seemingly half the island of Maui showed up to party, bringing with them a band, pitchers of mai tais, cold beers and dozens of fragrant floral leis. Caprice's time of 15 days, 16 hours and 31 minutes was off



to hawaii

the record pace (13:05:52) set by the Starling Burgess schooner Rose of Sharon in 1981, and they slipped to third on corrected time. But the Lenschmidts were just happy to be there: David, who had a heart transplant five years ago, and Barbara were on their way to realizing their dream of watching the July 11 solar eclipse from the Big Island.

Corrected time honors went to another Bay Area boat, Eventide, a 1958 Lapworth L-36 sloop owned by Bob Griffiths of Orinda. As the smallest ancient mariner in the five-boat fleet, Eventide exceeded all expectations, logging four 180-mile days with just a three person crew. They crossed the line a mere three hours after the leaders to win the race by a day and a half on corrected time. "It was a San Francisco sweep," allowed Jerry Newton, Dauntless's navigator as well as race co-ordinator for the Ancient Mariners Sailing Society (of San Diego), who

continued middle of next sightings page



trashy writing — cont'd

bucks from any chandlery, or free from the Marine Debris Information Center. One thing you might not know is that boats over 40 feet must also display a 'Waste Management Plan'. As far as we know, these are not commercially available.

A WMP simply outlines how and by whom the trash aboard is disposed of. Apparently, all over 40-ft boat owners are supposed to write one out themselves and post it near the main trash receptacle on board (although we've heard some Coast Guard inspectors have okay'ed a prominent display somewhere in the ship's log). Since we know most of you would rather be sailing, we now reproduce an example of a WMP suited perfectly to 90% of all recreational boats:

WASTE MANAGEMENT PLAN

All vessel refuse is put in garbage bags which are stored aboard until they can be disposed of in dumpsters on shore. This policy is reviewed with all crew members and guests. Name of person carrying out this plan:

We don't see any reason why you can't simply cut out the above, laminate it and post it aboard. You want it larger, smaller or a different color? Your local copying center can do it for a few cents. Be sure to fill in the name before you put it under plastic.

Obviously, the Marine Debris Information Center, under whose auspices this part of the local anti-pollution picture is handled, doesn't require anything very wordy — at least for us Joe Weekender sailor types. At the other end of the spectrum, a nuclear sub transiting beneath the polar icecap would probably require a little more lengthy and detailed plan.

For a free 'Don't Pollute' placard and/or more information on any of this, contact the Marine Debris Information Center in San Francisco at (415) 391-6204.

feeling used — and now we get to pay for it

If you wrote your Congressional representatives, urging them to repeal the so-called 'user fee' tax, you have every right to feel outraged at what you're about to read. If you didn't write, as we've been urging you to do for about the last six months, don't start whining now that it's time to pay the piper.

As of July 1, most of you reading this owed Uncle Sam more of your hardearned money in one of the biggest rip-off scams ever foisted on recreational boaters. In fact, the only thing more obscene is the recent hefty pay raise the Congresshoods voted themselves, then tacked onto a bill that was going to pass anyway. What's that? Oh, you actually believe that they're going to forsake speaking stipends in lieu of the raise? Get real.

Anyway, here's the schedule for carving us turkeys:

- * Vessels over 16 but under 20 feet...... \$25
- * Vessels 20 to just under 27 feet...... \$35
- * Vessels 27 to just under 40 feet...... \$50
- * Vessels 40 feet and over...... \$100

What you get for these fees are two colored stickers similar to your yearly DMV ones. They'll be alphabetically coded from A through E to designate the size classification just listed, with 'E' indicating 'exempt'. Don't get your hopes up on that latter. To be exempt, a boat must be one of the following: under 16

continued next sightings page

feeling used — cont'd

feet; official or publicly owned/operated vessel; Coast Guard Auxiliary vessel bearing current decals; anything powered solely by oars, paddles or poles — sorry, the poles can't have sails on them; foreign vessels operating in U.S. waters fewer than 30 days a year; tenders with less than 10 hp engines; barges and houseboats; or any boats owned and operated by Boy Scouts, Girl Scouts, Sea Explorers or YMCA groups.

You had 30 days from July 1 to pay the above fees, then another 30 day grace period. Even then, the Coast Guard, which is charged with collecting the fees, is going to go easy at first. If they stop you after September 1, they'll issue a summons, but you'll have an additional 30 days from then buy a sticker and thereby avoid a fine. On October 1, however, "normal enforcement procedures" go into affect and owners of boats without stickers will be subject to a fine of up to \$5,000. The stickers are transferable to a new owner when you sell the boat, but cannot be transferred from one boat to another. And they're only good until the end of the year. In January, you'll have to buy a new set on your own initiative. No renewal notices will be sent out.

You will one day be able to pick the stickers up at most any local marine outlet. At the moment, the only ways to purchase stickers are by phone or mail. David Horowitz would probably have kittens if he knew we were telling you this, but you can actually call (800) 848-2100, give them your VISA or Mastercard number over the phone and they'll send your decals out. Mail-in applications can be obtained by calling the Boating Ripoff Hotline. . . oh, sorry. . . that's the Boating Safety Hotline at (800) 368-5647. Both calls are free.

If the user fee is repealed, as it still might be, all the foregoing goes out the window. We know how difficult it must be to have a shred of faith left in our lawmakers after the recent bouts of tax-legislating diarrhea at both the state and federal level. We agree there must be a hell of a bug going around. But if we don't hang in there and keep bothering both our legislators — who we elect to represent the views of the majority of their constituents (italics for those of them that sometimes seem to forget), there'll be no chance of reversing the user fee.

What we suggest is this: call up and get a form, but don't pay anything yet. If you do and the thing is repealed, you'll never get your money back. If it isn't repealed by about September, wait until the last day of the month to send in your application. If we can't get out from under this one, at least we can cause a little last-minute misery a la IRS deadlines.

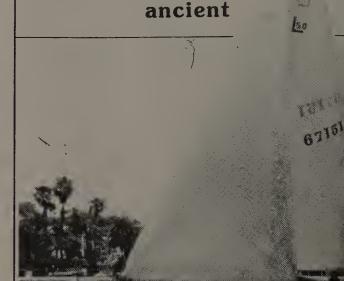
Instead of signing that check now, use that pen to write the letters we've been urging you to. Write or call your Congressman's and Senator's offices, and urge them to support either HR 534 or S 843, which are near-identical bills now under study in the House and Senate, respectively. If passed, they would repeal this unfair tax.

What should you say? Say that every year for the past 10 years, a user fee tax has been proposed and defeated. The people don't want it. The only way this one passed was in a back-door, closed-session deal where it was tagged onto another bill at the last minute. Say that the Coast Guard has admitted they're not getting any of the \$718 million expected to be raised in the next five years, even though that's where some of it was supposed to go. Say this is the third tax to hit boaters this year. We've also been assessed a 10 percent luxury tax on certain boat purchases, and a 5-cents-a-gallon tax on gas. Finally, mention that the user fees are potentially unconstitutional, at least here — an 1850 act of Congress admitting California into the union stated "All navigable waters within the state... shall be common highways and forever free."

As for where these bills stood at this writing, nothing of note has happened with S 843. California Senators Alan Cranston and John Seymour are still not among 15 co-sponsors of the bill.

Over in the House, on July 18, they voted 412-6 that the 'user fee' tax should be repealed. Only thing was, it was on a non-binding 'sense of Congress' vote requested by HR 534 originator Bob Davis (R-MI). Although the bill currently has 220 co-sponsors — more than the majority it needs to pass — some fat-cat weasel slimeballs are blocking it from floor consideration. Help break their backs by writing today.

Or maybe you think Congress can do no wrong. Maybe you think they continued next sightings page



'Caprice' at the start.

co-hosted the fourth running of this event along with Lahaina YC. "It was as though the Bay Area boats worked out their travel bugs coming down the coast. By race time, they were primed and ready to fight."

The two other yachts which started the race on June 9 both hailed from San Diego: Dauntless, a classic 1930 John Alden 61-foot schooner belonging to Paul Plotts, and Molly Sue, a 1964 Kettenburg 50 owned by Ron and Molly Bodeen. They finished fourth and fifth respectively, both on corrected and elapsed time. The fleet was smaller than the expected 20 boats, but it nonetheless included some of the finest maintained timber on the West Coast.

The start was almost as exciting as the finish, as the five yachts sailed across a line that could have been designed by Richard Henry Dana or Jack London. The water mark was the San Diego Maritime Museum's 1904 Scottish steam yacht *Medea*, while the shoreside starting mark consisted of two 1850s-era solid brass 12-pounder cannons, "El Justin" and "Big John". A loud blast of

america's cup

* It's not official until August 1, but don't count on a British presence in the next Cup competition. After all the chest beating of the last few months ("Our boat is such a breakthough design it will give [skipper] Lawrie Smith an almost unfair advantage"), flambouyant sundicate head Peter de Savary has pulled the plug. "For 10 years, I have campaigned to bring this trophy back to England, but the event has become of such a commercial scale that it is impossible to compete as an individual," he said in a prepared statement. The announcement comes only two weeks after construction began on the Port

transpac - cont'd



Medea's steam whistle set the blue-water race in motion.

Winds were light at the start and never really did blow hard. Dauntless, in fact, only had 100 miles to her credit after four days. When the yachts finally did hit the tradewinds, the breeze was too light and too far astern for the bigger boats like to hit their stride. Caprice and Rowena went south of the rhumb line, which paid off in the form of better winds.

Dauntless, Caprice and Eventide will remain in the islands to cruise for a few months before returning to the mainland. While in Maui, Dauntless will race another classic John Alden schooner, Terramar, in a race from Lahaina around Molokai and back. Bets and rumors are flying: the last time the two raced head-on was the 1930 Bermuda Race, back when they were both new. Terramar, with 10 feet more waterline, got the best of Dauntless in that meeting; now, 61 years later, Dauntless is looking for revenge.

- joseph ditler

updates

Pendennis YC entry. Officially, de Savary has left the door open until the first of August "in case a major sponsor wants to take on the challenge of the America's Cup." We aren't holding our breath. A quick check through the records reveal it's the first time a British yacht won't be among the challengers since 1980.

* The Challenger of Record Committee (CORC) announced the new schedule for the Louis Vuitton Cup — the challenger elimination series — last month. A change from the

continued middle of next sightings page

feeling used — cont'd

actually see things more clearly than us proles, and that they thoroughly investigate all possible consequences of their actions before they're voted into law. Think again. At the state level, the ridiculous periodical and absurd junk food taxes speak for themselves. At the federal level, see page 118 for how the poorly thought-out luxury tax is ending up costing all of us a lot more — in jobs and dollars — than it will ever take in.

delivery from hell

Familiarity may breed contempt among people, but not between active sailors and good boats. The more time and adventures sailors share with their boats, the deeper the love grows.

Fred and Lori Hoppe of Honolulu purchased the Nauticat 38 ketch Spokestar in Palma, Mallorca in 1985. They enjoyed cruising her for three years in the Med, voyaging as far east as Cyprus. Then the two sailed across the Atlantic to St. Martin and eventually Puerto Del Rey Marina in Fajardo, Puerto Rico, "She was a fine boat," says Fred based on that experience, "we really loved her."

Spokestar was hauled to Puerto Del Rey while the Hoppes decided whether to sail her Hawaii or Florida. They own residences in each state. Before they reached a decision, hurricane Hugo came along and ripped the east coast of Puerto Rico to shreds.

Fred, a professional mariner with an Unlimited Master's license who also speaks fluent Spanish, had been optimistic Spokestar would survive Hugo. When he left her, she'd been put on the hard 100 yards from the water and he'd chained the supports in position. He says that despite the yard's assurances to the contrary, the boat had been moved next to the water prior to the arrival of the hurricane. When Hugo did hit, her 200 mph winds knocked a larger boat on top of Spokestar.

Fred grieves over the fact he hadn't been able to reach his boat before Hugo. "I would have put her in the water and headed straight south. She'd still be a great boat today if I'd been able to do that." Heading south, it turns out, would have been the right move.

Spokestar was insured by a Spanish company, and the Hoppes filed a claim. The insurer rejected it, not, they say, because it was outside of the coverage limits — which she was — but because Hoppe wasn't in attendance.

The Hoppes got even less satisfaction from the yard, which expressed their condolences by raising the monthly fees from \$225/ month to an obscene \$1,250/month. Who says some companies don't capitalize on the misfortune of others? Angry protests from boatowners rescinded the whatever-the-market-will-bear hospitality at Puerto Del Rey, but by that time the Hoppes had made arrangements to have their boat delivered to Hawaii.

It was as though they had jumped from the frying pan into the fire.

The delivery skipper, from now on referred to as Captain X, advertises in national publications and is said to be employed in the summer months by one of the larger cruise ship companies on the Chesapeake Bay. He had a Master's ticket, good references and got an excellent recommendations from the cruise company.

One of the reasons the Hoppes selected Captain X was his low price: \$5,000. Other delivery skippers were asking between \$1.00 and \$1.50 a mile, about \$7,500, plus expenses. Captain X said his rate was lower because he viewed the job more as some off-season, expenses-paid fun rather than work.

With a former crewmember from the Med having made Spokestar seaworthy once again, Hoppe figured his troubles were over.

The arrangement with Captain X began to turn sour in Costa Rica. Two of the crew called Hoppe to report they'd been thrown off the boat and were penniless. Spokestar's owner had to send them spending money and plane fare back to Puerto Rico.

Then, Hoppe alleges, Captain X flat-out refused to continue on until the Hoppes made some mortgage payments properties the delivery skipper owned in the Northeast. The Hoppes reluctantly complied. In any event, Spokestar stayed in Costa Rica for three long months before leaving for Hawaii. Cruisers

continued next sightings page

hell trip — cont'd

would later tell Hoppe that Captain X had been chartering his boat out to make money. In any event, the Nauticat 38 didn't make the cleanest departure; her captain reportedly didn't clear out of the country.

Hoppe sent a crewman from Hawaii to be on the Pacific trip, in hopes that the care of his boat would improve. It was not to be, as things got even worse. Contradicting the owner's instructions, Captain X insisted on a rhumb line course, which took them across the doldrums. In order to get out, he had to burn almost all of the boat's fuel. There was so little left at the end of the voyage that Captain X motored into the Hilo breakwater using kerosene from the cabin lamps as diesel fuel. Hoppe was particularly infuriated by this because he and his wife had made it all the way across the Atlantic on just half a tank of fuel.

The boat hadn't sailed as well as she could because Captain X had allegedly left Costa Rica with a broken gooseneck. He lashed the boom to the mast, with the result that both mains, as well as the headsail, tore. Without fuel and just little sail power, the crew spent a lot of time at sea and prematurely began to run very low on another precious commodity: food.

Motivated by hunger, they began to spear fish with crude gear: the everpopular screwdrivers taped to boathooks. Even worse, Captain X stands accused of hoarding the emergency rations for himself and his girlfriend.

"Spokestar was a total wreck when she arrived in Hilo," Hoppe remembers.

continued next sightings page

cup updates

original schedule was necessitated by the withdrawal of the Bengal Bay syndicate, and probable no-shows by the Great Britain and Yugoslav/Croatian Challenges. If there are no more withdrawals, the elimination series will begin "at the earliest" on January 25. If further withdrawals take place, the schedule could be bumped up to February 1. The Louis Vuitton Cup ends April 29. The America's Cup racing begins May 9. Interesting trivia note: Since Louis Vuitton, a French luggage manufacturer, began sponsoring the America's Cup Challenger eliminations in 1983, the winner of the Vuitton Cup has gone on to win the America's Cup every time --- so far.

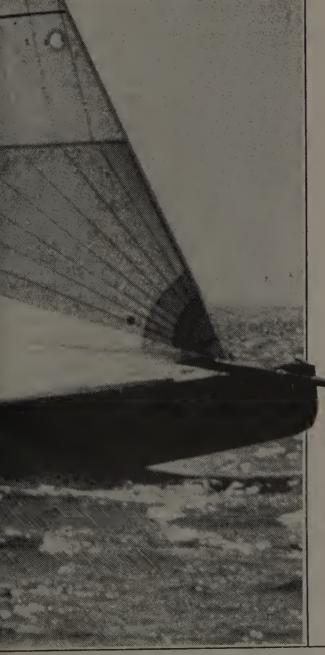
* Gary Jobson is the latest to bail out of Bill Koch's America³ camp. Oh, sorry, we mean the latest to 'discuss the possibilities and take advantage what he felt was a better opportunity'. Starting September 9, Jobson



— cont'd

will reprise a familiar role as ESPN's sailing analyst for the upcoming America's Cup series.

* In a first in America's Cup annals, a challenger squared off against a potential American defender in the first Lafayette Cup July 10-13. Traditionally, the challengers and defending camps have gone to great lengths to avoid even unofficial sparring sessions. But the French Ville de Paris and America³ syndicates have maintained close ties throughout this present Cup countdown. Bill Koch's first IACC boat was built in France for the French team, but was sold to the American syndicate when the French ran into early money problems. As agreed, they bought it back from America3 after the recent IACC Worlds in May. Sailing their new Ville de Paris against America3's 'old' Jayhawk, skipper Marc Pajot beat skipper Bill Koch continued middle of next sightings page



hell trip - cont'd

In addition to the torn sails and broken gooseneck, the port handrail was ripped off, and the dinghy, tools and galley equipment were missing. The Honda generator had been disassembled and tossed into a locker.

The heartbroken owner had but one thought for his beloved boat: take her outside the Hilo breakwater, and as an act of mercy, scuttle her. Coming to his senses, he spent three weeks fixing her up for the short downwind sail to Honolulu. She's since been sold twice, and now, Hoppe feels, is in the hands of an owner who might make her worthy of her old self. "We thought about fixing her ourselves," says Fred, "but emotionally we couldn't do it."

The moral of the story is simple, in Fred's view: "You've got to do things yourself; you can't trust your boat to others on trips like that!" And that's exactly what he and Lori are doing. As of the middle of July, they were at their home in Florida awaiting the imminent close of a deal on another sailboat. Fred figures that if they can find a window in the Atlantic hurricane season, they might be able to sneak down to Panama and make it back to the islands before the end of the year.

Angry that a licensed professional could perform so irresponsibly, Hoppe wrote the Coast Guard asking that an investigation be conducted. After all, it's the Coast Guard that licenses captains. They never contacted him. He did, however, hear from Captain X. As a result of his delivering Spokestar, the Coast Guard upgraded his Master's license to 500 tons! Which explains why we at Latitude always warn that Master's licenses are often as meaningful as library cards.

(As there are often two sides to a story, Latitude attempted to contact Captain X, out we were unsuccessful.)

1991 mexico crew list

Cruising to Mexico is not like cruising to, say, Nepal. The latter can be kind of chilly and, not having any coastline, there aren't many places to tie up a boat. Plus if you don't know the language or someone who does, it's not all that easy to get around. In Mexico, on the other hand, the weather's warm, there are lots of places to tie or anchor a boat and the people are used to crazy boat gringoes. Most of them speak much better English than we do Spanish, so just polish up those charades and you'll get along just fine.

However, politically correct cruisers all know it's polite to at least attempt some of the more commonly used words and phrases in any country you visit. Accordingly, we've put together a list of dozen most common ones you're likely to need upon arrival in *Manana*land:

- 1. Hola "Hi"
- 2. Dos cervezas, por favor "Two beers, please"
- 3. Dos Equis, Tres Equis, Corona, Pacifico, Bud Light types of cervesa
- 4. Dos mas, por favor "Two more, please"
- 5. Casa de pee pee bathroom
- 6. Palapa small beachside restaurant
- 7. Camarones garlic shrimp dish served at all palapas
- 8. Donde es el capitan del puerto "Where is the port captain?"
- 9. No way, Jose "That's too expensive"
- 10. Gracias "Thank you"
- 11. Adios "Good bye"

Okay, okay. We better stop before you guys start taking us seriously! It's just that after 10 years of writing four Crew List articles a year, it gets harder and harder to segue into them without sounding like parrots.

Which is precisely what we'll do now since there's no other way to say it: Welcome to the 1991 Mexico Crew List!

Here's how the Crew List works. We run forms like the accompanying ones twice a year — once now in late summer; once in early spring. The spring lists are for racing, daysailing and general cruising. The forms on these pages are for Mexico-bounders only, since that's where 90 percent of cruisers will be heading once the days start getting cooler and shorter — which, as hard as it is to believe, won't be that much longer. Officially, the Mexican cruising

continued next sightings page

mexcrewlist — cont'd

season runs from November to May.

Anyway, the lucky devils who have the time for a Mexico cruise, but have not yet found boats — or boat owners who have not yet hooked up with crew — are the ones at which the Mexico Crew List is aimed. Simply complete the forms as honestly as possible and send them to us with the small advertising fee listed by September 15. Then, in our October Issue, we'll run a list of names, phone numbers and an easy-to-follow code of the skills, desires and experience of each Crew Listee for both crew and boat owners. Then it's up to you. A few calls could have you on your way with the 'first wave' of November departees.

It's important to note, however, that we're not a clearing house for crew—to Mexico or anywhere else. We don't maintain files on Listees or do any kind of updates. Like the commercials say, each year's MCL is 'fresh Mex' and once it runs, our commitment's over. We have to tell you this because there are people out there who have abused the list. No serial killers or cannibals, but there was one case of a woman listee who reported being drugged and possibly molested. So for the record, The Latitude 38 Crew List is an advertising supplement intended for informational purposes only. Latidude 38 does not make or imply any guarantee, warranty or recommendation in regard to the character of the individuals who participate in the Crew List, of the condition of their boats or equipment. You must judge those things for yourself.

I W		EW IN MEXICO
	SEX:	
PHONE/ADD	RESS:	
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4. 'L	ocal knowledge: (a) peak Spanish. ompanionship.	I have cruised Mexico before; (b) i

Once again, the foregoing isn't meant to strike terror in anybody's heart. What little feedback we've received as a result of the Crew List over the years is 99.9% positive. People have literally had the times of their lives, and even

continued next sightings page

cup updates

four races to one. Koch's shortcomings: over early on race one; unable to unsnag a large chunk of kelp on race two; another foul on race three and simply outsailed on race five.

* We call Jayhawk, which was launched in April, 'old', because Koch's second boat hit the water in late June. This one was built by Eric Goetz in Bristol, Rhode Island — as opposed to the first boat which was only rumored to be a Goetz boat but was really built in Utah. (Did that diversion have a point?) Anyway, not much else about boat has been released, except its color — white

america's cup

Feeling a little alienated from this whole America's Cup buildup business? Well, join the crowd. As a public service to ease our readers more kindly and gently into year of the Cup — about 200 shopping days left, by the way — here's a little quiz to test and expand your knowledge of sailing's most famous prize. Score yourself as follows: 1-2 right, get a life; 3-5 right, Sail/Yachting editor; 6-8 right, ESPN color commentator; 9-10 right, Latitude editor, gentleman and scholar.

- 1). What country did the first non-British challenge come from?
- 2) Name the largest and smallest boats ever to race for the America's Cup.
 - 3) What was the shortest-lived Cup boat?
- 4) How many boats that have raced in America's Cup matches still survive?
- 5) Have the Cup finals always been bestof-seven match races?
- 6) The largest sail ever built was flown during an America's Cup match. Name the boat and size of the sail.
- 7) What was the closest America's Cup series ever?
- 8) Four boats have represented their home countries in more than one America's Cup match. Can you name them? (Hint: one was a challenger.)
 - 9) Who is the Cup's winningest skipper?10) Who is the Cup's best liked loser?

Answers

1) Canada, in the third AmCup challenge, 1876. 2) The 1903 Herreschoff-designed defender Reliance stretched 144 feet LOD (and some 200 feet from bowsprit to boom end) and carried 16,160 feet of working sail. The smallest boat was the controversial 60-ft catamaran Stars & Stripes which beat the 132-ft New Zealand in 1988. 3) Reliance again. The "unseaworthy freak" (wildly overrigged, she was in danger of becoming a submarine in more than 12 knots of wind) gave rise to a new rule that encouraged "a

- cont'd

— and name: Defiant. It was christened July 23rd at a private ceremony.

* Japan may be winning over America's dollars, but New Zealand is definitely winning some hearts, at least in San Diego. Of five America's Cup syndicates currently stationed in San Diego, the Kiwis were the only ones to repesent the event at the city's 43rd Annual Independence Day Parade. Next to returning Desert Storm personnel, the New Zealand team received one of the most rousing welcomes of 180 entries in the parade.

trivia quiz

more wholesome type of yacht." Two short months after winning the Cup, her polished bronze hull was broken up for scrap. 4) 21, as we count it. Although we can't confirm every one, we believe ail 17 12-Meters that have raced for the America's Cup between 1958 and 1987 still survive. In addition, there are the restored J-boats Endeavor (1934) and Shamrock V (1930), and the 132-ft sloop New Zealand (1988), and catamaran Stars & Stripes (1988). 5) No way. Jose. For the first few challenges, it was boat for boat fleet racing, only one or two races, and the challengers were required to sail to New York on their own bottoms. Later, it went to the best of five races, with handicaps assigned. The best of seven format - and level match racing - started with in 1930 with the J Class. 6) The J-Boat Ranger flew an 18,000-square foot spinnaker against Britain's Endeavor IV in 1937. 7) The race between Resolute and Shamrock V in 1920. In the first race of a best-of-five series, the defending Resolute broke a halyard and had to retire — the first time a defender had not finished a race in Cup history. Sir Thomas Lipton's Shamrock IV also won the second race handily, this time on superior boatspeed. Race three brought another cup first - a dead heat, which was eventually awarded to Resolute in one of the all-time heated protests. Resolute went on to win the last two races. 8) Columbia (defender, 1899/1901); Courageous (defender, 1974/1977); Intrepid (defender, 1974/1977); and Australia (challenger, 1977/1980). 9) Although undisputed master of the game with four America's Cups under his belt as skipper, Dennis Conner is not the Cup's most winning skipper. At least not yet. Until May of 1991, he shares his three-win status with Harold S. Vanderbilt. "Mike" Vanderbilt's were all on J-Boats: Enterprise (1930), Rainbow (1934) and Ranger (1937). Conner's wins were aboard the 12-Meters Freedom (1980) and Stars & Stripes (1987), and the catamaran Stars &

mexcrewlist — cont'd

if their Crew List rides didn't work out, they almost invariably led to something that did.

The forms are pretty self-explanatory. Other guidlines: One form per person, please. If you're going cruising as a couple or have a bunch of friends who just got fired and have the winter off, just xerox however many forms you need. (Couples should send theirs together and note somewhere on the forms they're 'with' one another.) You can also send us a buck and a self-addressed, stamped envelope and we'll mail you extras. Please also remember to include the appropriate advertising fee(s): \$5 for crew looking for boats; \$1 for boat owners. Owners get off easy because we figure they dinero just getting the boat ready to go. Finally, remember that we have to have the forms in our hot little mitts by **September 15**. That doesn't mean post-marked by — that means here by mid-month. One final suggestion: women Crew Listees should go by first name only, and use an answering service or post office box for a contact.

Mail completed forms to Latitude 38 Crew List, P.O. Box 1678, Sausalito, CA 94966.

To make sure as many people get a chance at the Crew List as possible, we'll be running these forms again next month. We'll delve into such fringe

I NEED CREW FOR MEXICO NAME: PHONE/ADDRESS: **BOAT TYPE/SIZE** 1. For the trip down. 2. While in Mexico. 3. Sea of Cortez Sail Week (Baja Ha-Ha) 4. Return trip up Baja. MY EXPERIENCE IS: 1. Bay. 2. Ocean. 3. Foreign cruising. I AM LOOKING FOR: 1. Enthusiasm - experience is not important. 2. Moderately experienced sailor to share normal crew responsibilities. 3. Experienced cruiser who (a) can share navigation and/or mechanical skills; (b) who can show me the ropes. 4. 'Local knowledge', someone who: (a) has cruised Mexico before; (b) speaks Spanish. 4. Companionship: (a) Female; (b) Male; (c) either. 5. Someone to help me bring boat back up the coast. 6. Someone to help me trailer a boat up/down the coast.

benefits as the Crew List party then, too. Until then, be sure to whet your whistle with the 'Mexican Debriefing' article starting on page 104. And, oh yes: 12. Hasty lambada — "Be excellent, dudes!"

short sightings

AVALON, CATALINA — We have a winner! Avalon has just become the first California city to pump desalinated sea water into its city water mains. The \$3.4 million plant started providing fresh water to the city's 2,900 residents the last week of June.

WASHINGTON, D.C. — Everybody has money problems; the banks, the U.S., the state, the F.D.I.C. — so why shouldn't the National Weather Service be dangerously short of money, too? Cost overruns, contractual disputes, and technological problems have created so many monetary and administrative problems that the Weather Service warns that their old forecasting equipment is very likely to wear out before the new stuff gets put in place. The equipment, for example, that tracked hurricane Hugo and theoretically saved many lives, could literally fall out of space any day now. The new equipment, based on continued next sightings page

amtrivia

Stripes (1988). His — and America's — sole loss was aboard Liberty at the 1983 America's Cup. 10) In modern times, both Michael Fay and Alan Bond [who fielded two losing challenges before winning in 1983] enjoyed popularity in the American press. But they hardly hold a candle to Sir Thomas Lipton, the English tea baron who over the course of 31 years fielded no fewer than five challenges — all losers. After Lipton's last Shamrock went down to four straight defeats in the 1930 series, comedian Will Rogers came up with an idea: Let everyone who



- cont'd

admired this fine sportsman send \$1 apiece "to buy a loving cup for Sir Thomas bigger than the one he would have got if he won." And he got it: Some \$16,000 was raised, Tiffany's made up the 18K gold cup, and a group of Utah miners donated the silver base. When Lipton accepted it in New York in November, 1930, he was so overcome with emotion that all he could say was, "Although I have lost, you make me feel that I have won. But I will try again." The grand old sportsman never got the chance. He died the next year at age 81.

We didn't catch her name, and we don't recognize her type. But one thing's for sure: the day we saw her, this lovely sloop was lookin' good!



shorts — cont'd

Doppler radar, is supposed "to make the old weather charts look like petroglyphs". That's great, but the darn thing is already 300% over budget and sitting uselessly on terra firma with software problems. The first of these NEXRAD satellites, if and when it ever gets launched, would provide greatly increased weather forecasting for Alaska, Hawaii, Puerto Rico and the U.S. Virgins Islands, none of which have ever had radar weather coverage before.

NEWPORT, R.I. — The Museum of Yachting recently announced the induction of two more sailors into its Singlehanded Hall of Fame: American Dodge Morgan and Australian Jon Sanders. Morgan was honored for his record nonstop circumnavigation in 1985-'86 — from Bermuda to Bermuda in 150 days — aboard the 60-ft American Promise. Jon Sanders, the iron man of singlehanding, arrived back in Fremantle in 1988 after a triple nonstop circumnavigation aboard his 47-ft sloop Parry Endeavour. Perhaps the most remarkable aspect of this remarkable voyage — 71,023 miles in 658 days — was that the entire thing was unassisted, with no stores or gear supplied to the yacht for 22 months! Presumably to warm up for the big trip, Sanders also did a double circumnavigation in 1981-82. Morgan and Sanders join an elite company of sailors who have been inducted into the Hall of Fame for Singlehanders since its inception in 1986, including Joshua Slocum, Eric Tabarly, Bernard Moitessier, Sir Francis Chichester and Dame Naomi James.

FARALLON ISLANDS — If you think the traffic is bad on the freeways, try the Pacific Ocean. Gary Hall and Robert Printy were fishing out by the Farallones in the wee morning hours of July 1 aboard their 32-ft fishing boat Dawn when they attempted to evade another fishing boat. In the process of avoiding the first boat, however, they collided with a second fishing boat. Holed and taking on water, Dawn was towed toward port by another fishing boat. Unfortunately, she sank in 100 feet of water. Hall and Printy were rescued after two very chilly minutes in the Pacific.

WASHINGTON, D.C. — Hunted almost to extinction by the end of World War II, California's gray whales have made such a remarkable comeback that the National Marine Fisheries Service is recommending they be taken off the endangered species list. A spokesperson for the American Cetacean Society agrees that the gray whale no longer belongs on the "endangered" list, but perhaps should be kept on the "threatened" list because of dangers posed by Alaskan oil exploration and dredging off Mexico.

While the gray whales are doing fine, National Fisheries reports that six other species of large whales remain endangered.

EVERYWHERE, UNITED STATES — The Coast Guard and the Federal Communications Commission (FCC), in an effort to promote maritime safety, have announced that they will be cracking down on maritime radio regulations. The main culprits are phony distress calls and interference with search & rescue operations.

The effect on the normal mariner will be slight: during routine drug...er, safety inspections, the Coast Guard will check to see that a copy of the vessel's station license is posted at the principal control point of each 'radio unit'. A license is required for VHFs, be they handheld or not, EPIRBS, radars, and radio telephones. Fortunately, one license covers all. Ship board licenses are not required for CB radios, cellular telephones, Sony Walkmans or mental telepathy.

While the combined Coastie / FCC crackdown is not scheduled to begin until next January 1, we've heard reports that the Coasties have already begun checking for radio licenses. So now is the time to find and post that piece of paper.

DULCIE ATOLL — What's the environmental status of Dulcie Atoll, which at 293 miles from Pitcairn Island is one of the most remote spots on the globe? "The island is absolutely covered with junk that would be perfectly at home in a city landfill," reports Cambridge University zoologist Tim Benton. He found 953 pieces of trash along the 1.5 mile beach, including six light bulbs, 171 bottles, a tinned meat pie, 113 buoys, half a toy airplane, 25 shoes and a plastic doormat from a car. Benton believes that most of the trash comes from ships that, in violation of international conventions, simply throw all their trash overboard.

1991 OAKLAND TO CATALINA RACE —

What do the 1991 Catalina Race and Penthouse 'Pet of the Month' Michelle have in common? Maybe we listened to Tony Baloney at the El Galleon a couple drinks too long, but sitting around later with the crew of overall winner Locomotion -



First to finish on his first Catalina Race earned Bill LeRoy the old heave-ho from his crew.

aboard which Michelle was pinned up so as to be visible to the driver at all times — we actually came up with quite a few parallels. Unfortunately this is a family magazine and we can't tell you any of them.

If that's the darndest lead to a story you ever read, it's only because the 13th Annual ooze to Catalina was one of the darndest ocean races in memory. For one thing, it was the slowest — the first boat to finish took 72 hours, more than twice the record time. In desertions, it ranks second only to the Iraqi Army: 94 boats started in mild breeze on Sunday, July 7, only 60 finished in the allotted three days, and almost all the DNFs occurred during the first 24 hours.

At least that last part was understandable. At its best, Catalina is really two downwind races in one - a windy top half down to the Channel Islands, and then the frustrating light-air second half to the finish off Catalina's Arrow Pt. This year, though, it was more like three-in-one, and the first third was on the wind — nobody flew spinnakers until Pt. Sur! That was followed by a nice westerly from Pt. Conception down through the slot (the Santa Cruz Channel, between Santa Cruz and Santa Rosa Islands), then the usual windless wasteland of parking lots where currents can take boats north as fast as they're 'sailing' south.

he bottom line? Weather-wise, the Catalina Race has always been a crapshoot. This year did nothing to change that, except perhaps to accentuate the 'crap' part again. Even at its 'worst', this race has a lot going for it. Like luck. With so many stops and starts, lady luck has just as good a chance of placing a boat in the money as the most skilled and experienced crew. It's kind of like the state lottery — hang in there for the duration and who knows, you might win it all. One DNFer who shall remain nameless was leading his class when he dropped out,

and Ed Lasnen's Catalina 38 Wind Porsche successfully 'defended' her 1990

one of nine Non-Spinnaker boats to finish!

Which is not to say nobody had to work for their wins. They did. And it was nice for once to see that some of the boats that worked the hardest did the best. Even in its best years, Catalina has a humbling way of reversing that trend.

e hugged the points, avoided the holes and shot the slot," says John Amen of the Express 27 Locomotion. Amen and crew Paul Beamer, Greg Dold and Mike Radcliffe had decided on their close-to-rhumbline-as-



HEADING 'EM OFF AT THE PASS

possible strategy several days before the start. And check out this homework: a few days before the race, Greg drove the trailer down to Southern California and flew home. During the flight, he noted the thick cloud layer and the fact that a weak weather front coming up from the south was scheduled to drop rain in Southern California the day after the start. Clear skies might have meant an 'outside' route — heading way offshore to get breeze before everybody else. But this unusual weather activity "definitely meant rhumbline," says Greg. "Or as close to it as we could go."

The next step was entering the ideal waypoints in their Loran. You know, like how close they could cut the points, where to



The 'Ursa' men: (I to r, back row) Chris, Conrad, Forrest, Steve, (foreground) Bryan, Joe.

turn to hit the slot just right and so on. They'd figured those out during the boat's three previous Catalina runs.

Once racing, the Locomotion crew sailed hard the whole race, whether there were 2 knots of breeze or 25. John and Greg on one watch would try to outdo Paul and Mike on the other in both the speed and distance departments. "Inspiration and incentive" was their rallying cry. The aforementioned Michelle provided the inspiration. "Just aim for..." oh, sorry, we almost forgot we can't tell you any of that stuff. The 'incentive' was a pair of women's black lace panties. Whoever rounded up first had to wear them ashore in Avalon. Needless to say, Locomotion didn't crash once despite a pretty wild ride down the slot.

"That was the best — and scariest — part of the trip," says John. "We came around Conception about five miles out and kept getting lifted. As soon as we hit our waypoint, we jibed straight for the center of the slot". Or what they hoped was the center — with 20 to 25 knots of breeze at 10 p.m., they were surfing along at warp speed in pitch darkness. "It was a thrill," says John.

boat in this year's fleet, covering the course in 72 hours, 39 minutes. That's more than double the course record of 35 hours, 11 minutes set by Winterhawk in the windy 1989 race, but hey, a first to finish is a first to finish, and a third in the IOR class is nothing to shake a winch handle at, either. It was a perfect 'coming out' for what Bill says will be a familiar boat in local and long distance ocean racing over the next few years.

"This was our first race, and we only got the boat in the water a week and a half before the start," says Bill, who many racers may recognize as the former owner of the Peterson 36 Blue Blazer.

"Then we got out there with all our spinnakers ready to go and there was this huge amount of south in the wind. We ended up reaching off with a big jib the whole first day." GWTW also hugged the coast, at least until Pt. Sur, where they took 40 or 50-mile hitch out. The next jibe took them all the way in to Pt. Conception where the 'fabulous 50' clicked off consistent 12s and 13s for several exhilarating hours. Then, within sight of the Island, it all shut down.

It was the first time Bill had experienced Catalina's 'horse latitudes'. "We were within striking distance for 14 hours — 14 hours!" he says. To be sure, he had plenty of Catalina and ocean racing experience aboard in

"We were going over the Gólden Gate about 90 miles an hour, looking down going 'that's our start!"

Bill LeRoy's 'new' Santa Cruz 50 Gone With the Wind (ex-Elusive) got our vote for the 'best dressed' boat in fleet. She looked absolutely stunning under a new coat of gunmetal blue paint. She was also the fastest

crew Ted Wilson, Chris Perkins, Mike Lahorgue, Don Bekins, Bud Southerland, Dan Mudge, Tom Rolyea and Rick Clark. But even the best crews can't do much with nothing to work with. For the next half day, Gone With the Wind might as well have been



named With the Wind Gone — a painted ship on a painted ocean.

1991 OAKLAND TO CATALINA RACE -

"We were next to this crab pot for the longest time," says Chris Perkins. "Sometimes we'd puil a little ahead of it, then the current would take us back. We were in the same place so long, a sailboat leaving Catalina came out and asked if we were in distress!" GWTW finally ghosted across the line at noon on Wednesday.

Another hard and well-sailed boat was Cal Maritime's Luffe 44 Ursa Major (Lon Price's old Mary Jane). Despite a number of bigger boats in the race, including the MacGregor 65 Titan, the Southern California-based N/M 56 Lear Jet, three SC 50s and Fast Company, a Pyramid 45, the group of eight students — Chris Freeman, Conrad Holbrook, Forrest Fennell, Steve McElhose, Bryan Guenther, Joe Ashton and advisor Brian 'Dutch' Jongsma — were third across the line, finishing less than a minute after the SC 50 Hana Ho, and posting the second fastest elapsed time. That was good enough for a first in PHRF I and fifth overall.

Like many boats, Ursa took a long hitch out at Pt. Sur the second night out looking for wind. They didn't find any more than anybody else, but did play what they found to maximum effect. "If we thought another sail was right, we'd do it and not wait around," says navigator Bryan Guenther. "In



Doin' the Catalina

Casino boogie.

the space of four hours on my watch, we did five sets, four douses and one spinnaker change." All the activity inspired a spinnaker



PHRF V start. 'Straitjacket' at left, 'North Mist' in foreground, 'Perezoso' at right.

speed-packing contest which Dutch won with the patented "two-cheek pack". Sitting with a tack under each of his buns while banding and packing also made 'his' spinnakers the most foul free during hoisting.

The Ursa crew also considered the nice breeze off Conception the sailing highlight of the trip, and the decision to go through the slot vital to their nice showing. "By Tuesday afternoon, we had the option of going down the Santa Cruz Channel or out around the islands," says Bryan. "On the 1600 position reports, we heard Frequent Flyer, another boat in our division, had gone outside. You can cut something like 14 miles off if you go inside, so that's what we decided to do—head 'em off at the pass."

"It was a great ride," he adds. "We hit our highest speeds of the trip — a couple 13.6's — in the channel, reaching up, then coming back down on the swells. It was really terrific."

The best part of *Blitz*'s Catalina story happened before the start. Owner George Neill came down to his Richmond-based Express 37 Sunday morning only to find four of his crew were no-shows. For a while it looked as if they'd have to throw in the towel. Indeed, before the first gun, we heard *Blitz* radio the race committee that they were withdrawing. Then, not an hour later, there they were, full compliment on the rail and calling again to re-enter. She started with the final division, 20 minutes after their PHRF I

peers, then went on to pass two of the three other E-37s in that class to take third in division. To say the *Blitz*-men were stoked when they hit the beach in Avalon is the understatement of this year's race.

"I told George just to get the boat to the St. Francis and I'd have crew," says John Donovan, who along with Terry Smith was the only Blitz crew to show up that morning. Donovan made some calls and jumped in his car. He'd found John Burke just getting up in San Rafael. John said he'd go, and so would his two brothers, Bill and Mike. They hastily "stuffed a bunch of dirty clothes in some plastic trash bags — Bill even forgot to put in any underwear", says John, and jumped into the waiting car. Donovan put the pedal to the metal for the San Francisco Marina.

"We were going over the Golden Gate about 90 miles an hour, looking down going 'There are the Express 37s. That's our start!" laughs John. They — along with fourth 'minuteman' Doug Frolich who arrived in his own car — rounded out Blitz's compliment handily. At least the human compliment, as a case could easily be made for a mischievous poltergeist being the eighth crew member. First the CNG (cooking gas) developed a leak and all escaped so they couldn't cook. Then the electronics went south. They ended up subsisting on apples and granola bars for most of the trip.

"Even the beer was gone the first day."

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laughs George, pointing to the Burke brothers. "These guys drank it all!" Further glitches included two blown out spinnakers and a broken tiller extension, though some badly-frayed halyards — a main beef of the no-show crew — held up fine.

And then there was Straitjacket. When we first saw them sailing around before the start our first thought was "Don't waste any film on these guys, they couldn't possibly be going to Catalina." But indeed they were and did — owner Jim Drake, with crew Paul Verveniotis and Bruce Ladd toughed out

four days and change in the most appropriThe decision to 'get small' was made "because we wanted to do something different," says Paul. "We've all taught sailing for a long time and have all done this race several times on other boats. We wanted something a little more challenging and Jim's Pocket Rocket 22 seemed like just the ticket."

It took the trio two solid months of afterhours working until midnight to get the seven-year-old boat in shape for the race. Included in the preparation was throughbolting the hull-to-deck joint, and the installation of a toe rail, new standing rigging and a crash bulkhead. They even fabricated a new, heavier-duty-main traveler car. They redid almost all the running rigging, too, including leading everything aft to the cockpit. All during this time they bandied about a new name for the boat. The one it wore, Second Stage, just didn't seem to fit the theme. "We finally decided on Straitjacket because it's small, confining and the people in it are crazy," says Paul.

Making the boat meet ORC offshore equipment requirements was as hard as finding a place to stretch out below decks. A tiny, one-burner camp stove passed okay, and the bucket with male and female restroom stickers had no problem as the head, but the inspector did pause momentarily over the 'galley': a Tupperware container with forks and spoons inside and a little piece of wood on top — "our cutting board", says Paul. But it all passed.

Pre-race prep took so long that, "we never put the sails up until a half-hour before the start," says Paul. Nevertheless, Strattjacket nailed her start — on port right at the committee boat — and sailed a hard, if conservative, race. Rating 174, "we thought we'd clean up if there was any wind" says 'Blitz' crew (I to r) George, Bill, John, blonde beach babe being groped, Doug, John, Terry. Party on, dudes!

ther snapshots for the '91 scrapbook:

That'll wake them, all right — with everything so new on Gone With the Wind, Chris Perkins chose the wrong galley faucet and made saltwater coffee for the oncoming watch. "Everybody spit it out sort of simultaneously," he says.



'Straitjacket' - missed it by that much.

• "It was like sailing through a natural history museum," was a common sentiment among racers. Many claimed they saw more marine life during this race than any other they'd ever done. (Of course, when you aren't moving, there's always more to see.) Among critters spotted: gray whales "within a spinnaker-pole of the boat"; humpbacks, including several breeching ones; killer whales; sunfish; gooney birds; otters; and hundreds of dolphins including one who did backflips beside one boat. Locomotion seemed to attract more than their share of curious sea lions, including a big one that came right up to the boat one night. "We figured Paul's snoring attracted them," says skipper John Amen.

* On Red Stripe, Buz Sander's Sonoma 30 which took fourth in PHRF III, they lost a halyard up the mast one day. Says crewman Adam Sadeg, "Buz is so used to singlehanding the boat that while us young studs were all back in the cockpit discussing what to do next, he just shinnied up the mast — no



have ever seen — only to miss the noon Thursday deadline by 1 minute, 49 seconds! The MYCO Race Committee was gracious enough to give them an 'A for effort' award anyway.

Paul. Instead, they found all the parking lots and — even though the deadline had been extended two hours from previous years — the rest you know.

bosun's chair or anything — and retrieved the halyard." Buz, by the way, is 63.

* That predicted rain did fall in Southern California on Monday, an almost unheard of occurrence in July. Vestiges of the dying sys-

1991 OAKLAND TO CATALINA RACE —

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	Yacht.	Туре	Owner/Charterer	Cor. Time	Yacht	Type Ov	vner/Charterer	Cor. Time
NOI	I-SPINNAKER (9 boats)				PHRF IV (10 boats)			
1.	Wind Porsche	Catalina 38	Ed Lasnen	80:47:25	1. Locomotion	Express 27	John Amen	65:14:07
	IFI (14 boats)			**********	2. Peaches	Express 27	Thomas Martin	66:11:34
1.		Luffe 44	Cal Maritime Acad.	67:19:20	3. About Time	Ranger 33	Wm. Martin	68:03:17
2.	Frequent Flyer	Express 37	Ted Hall	70:42:30	4. Cygnet	Swan 36	Ted Springstead	70:54:37
3.	Blitz	Express 37	George Nelli	70:50:32	5. Glory Days	Pretorien 35	Andy Rothman	75:28:31
4.	Illusion	Choate 44	David Fell	71:28:08	6. Expressway	Express 27	Ross Groeiz	80:13:06
5.	First Class	Express 37	Bill Stauch	71:32:52	PHRF V (11 boats)			
6.	Dolphin Dance	Baltic 43	Dan Whitely	72:08:12	1. Perezoso	Excalibur 26	Nehms/Sargent	71:36:04
7.	Melange	Express 37	Steve Chamberlain	72:42:16	2. Fat Cat	Catalina 30	Seth Balley	75:06:11
8.	Pythagoras*	Olson 40	Bob & Dale Winson	72:52:47	3. North Mist	Catalina 30	Jim Aton	75:29:09
9.	Hano Ho	SC 50	Rolfe & Julie Croker	73:00:34	4. Wander Ty*	Newport 33	R.W. Tyhurst	76:51:27
10.	Fast Company	Pyramid 45	Richard Nolan	75:20:35	5. Nicole	Orion 35	Jim Dupuis	78:49:40
11.	Gate Crasher	C&C 41	Roger Shortz	81:10:15	6. Roadhouse Blues	J/24	Torben Bentsen	97:31:59
12.	Titan	MacGregor 65	John Cooper	82:51:40	IOR (8 boats)			
2.00.000	F II (12 boats)		4		1. Illusion	Choate 44	David Feli	34:56:34
1.	Axel Heyst	Custom 50	Gary Upson	67:30:55	2. Dolphin Dance	Baltic 43	Dan Whitely	37:20:04
2.	Tsiris	Oison 29	Dan Nitake	69:16:42	3. Gone With The Wind	SC 50	Bill Leroy	39:27:07
3.	Current Affair	J/35	Allen Bray	69:18:26	4. Hano Ho	SC 50	Rolfe & Julie Croker	41:24:36
4.	My Rubber Ducky	Hobie 33	Lee Garami	69:28:33	5. Learjet*	N/M 56	Sam Pallin	46:39:11
5.	Legendary	Jeanneau 41	Doug Teakell	70:08:05	IMS (11 boats)		A CONTROL OF THE PARTY OF THE P	
6.	High Flyer	Olson 30	Michael Wewens	73:13:03	1. Current Affair	J/35	Allen Bray	07:35:46
7.	Condor	C&C 40	Mario Sepulveda	78:25:32	2. Gemini	Baltic 38	David Fain	08:20:37
8.	Wildcat	Olson 30	Plumley/Sebastiani	81:55:18	3. Jarlen	J/35 *	Robert Bloom	09:29:05
9.	Mystery	Cal 43	John Perreault	85:40:25	4. Frequent Flyer	Express 37	Ted Hall	09:34:30
	RF III (13 boats)				5. Dolphin Dance	Baltic 43	Dan Whitely	10:45:32
1.	La Diana*	Contessa 35	Fred Huffman	65:38:25	6. Marrakesh	Express 34	Brad Bini	11:49:22
2.	Tranquility*	CF-37	Max & Shirley Lynn	67:38:54	7. Hano Ho	SC 50	Rolfe & Julie Croker	14:15:54
3.	Maxwell*	Catalina 38	Thomas Adamson	70:00:45	8. Anlara	Swan 38	Eric Schou	18:08:28
4.	Red Stripe	Sonoma 30	Buz Sanders	77:52:22	MULTIHULLS (5 boats)			
5.	Aniara	Swan 38	Eric Schou	79:26:28	1. Corsair	Corsair F-27 Tri	Mike Michle	77:56:29
6.	El Gato Grande*	Catalina 38	Steve Dutton	80:48:37	2. Wingit	Corsair F-27 Tri	Ray Wells	80:13:51
7.	Michegaas*	Soverel 30	Joe Greenblatt	81:08:04	3. Triptych	Corsair F-27 Tri	Ken Kinoshita	80:13:51
8.	Seeker	Custom Ketch	David Crave	81:48:44	OVERALL PHRF:			
9.	Silgo II	Beneteau 37.5	Thomas Flemming	82:30:57	1.) Locomotion; 2.) La Diana	; 3.) Red Stripe;	1.) Peaches; 5.) Ursa Ma	ajor
10.	Dance Away	Santana 35	Mary Swift	83:05:22		* Southern Californ		

tem made themselves felt in a dreary overcast over much of the 400-mile course, that southerly tilt to the wind, and in an irritating cross-swell off Pt. Conception. The latter made for some real 'defensive driving', especially at night when drivers would lock into waves, only to be smacked off by the intermittent, unseen cross-swell.

- * At least a dozen boats pulled into Avalon with DOA electrical systems. Besides warm beer, the main hardship that resulted on several boats revolved around some pretty rusty dead reckoning skills. We won't embarrass them by name, but one crew circumnavigated the entire island looking unsuccessfully for the finish line or Avalon, for that matter before realizing they were circling Santa Cruz, not Catalina. Another boat sailed right past the windward side of Catalina, boring in on the 'finish line' on what turned out to be San Clemente.
- * Most DNFs were of course due to the lack or weirdness of the wind. A few were due to gear problems and one was due to the only serious injury of the race. A traveler reportedly let go aboard the C&C 41 Willow in PHRF I, causing a broken leg and cheek. We were unable to get further details by presstime, so don't know whether those

injuries were to one or two people. We do know the injured were airlifted off Willow, and hope they're doing okay.

* The most original DNF was relayed from Dave Jacoby's Catalina 30 Revision. They got a shoreside call from the fiance of one of the crewmembers, who reminded hubby-to-be that they were scheduled to get

Eclipse? What eclipse?

* It was good to see Gary Upson's Axel Heyst back in the fray after a several year absence — especially with a win in PHRF II. Gary's been wanting to do Catalina ever since he bought the boat in '88, but a crane fell on Axel a few months before the 1990 race, and this year, the mast fell down in the Ditch Run race to Stockton only three weeks before the Catalina start. Newly sleeved, it behaved admirably on the run south.



married on Saturday. She also reportedly informed him in no uncertain terms that 'finishing late because of no wind' was not going to wash if he didn't show up. Hell hath no fury... they motored into Santa Barbara.

* Footnote to the above: Axel Heyst's former owner is Hal Nelson, who probably put more energy into keeping the Catalina Race going through its infancy then any other individual. He's held course records

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both on Axel Heyst (1981) and his current boat, the Big Mac 65 Zeus (1987), and started the popular post-race golf tournament that bears his name. Health concerns prevented Hal from attending the '91 race for the first time in many years. We're glad to report he's mending quickly and plans to return in '92.

* Jeff Nehm's Excalibur 26 Perezoso not only took first in PHRF V, but their 11:36 a.m. Thursday finish (24 minutes before the deadline) also coincided almost exactly with the apex of the July 11 eclipse. They received no special recognition for this from the race committee, though it could bode well for them on the day of reckoning.

Lots of racers departed for home and work almost immediately. For those that

stuck around, post-race activities ran the usual gamut, from families reunited for a few wholesome days of doing the tourist thing, to bar-closing nights of drunken debauchery. Some of those in between whiled away time in 'official' competitions like golf, miniature golf and/or pool tournaments, or unofficial ones like admiring a veritable invasion of tanned, beautiful young mainland women. Some, like us, just settled for the cheap thrills and smut of Tony Baloney's act at the El Galleon, where he kept 'em laughing with such barroom standards as "You Piss Me Off, You F___ing Jerk" and. . . well, maybe you had to be there.

There were no protests filed this year. In fact, despite the ordeal of the weather, hardly anybody had any complaints at all—aside from the usual ones, such as \$12.50 for an awards 'dinner' that Denny's could do

Above, 'Locomotion' shortly after the start and (left) shortly before the finish. Top to bottom, John Amen, Greg Dold, Mike Radcliffe.

tucomotion

faster, fresher and tastier for \$5. The good news in that department was that both the dinner and awards ceremony were held in Avalon's famous Casino for the first time — a real treat. We were surprised how many race veterans admitted they'd never been inside it before.

The other beef, which also seems to get mentioned every year, is the location of the finish. Arrow Point is great for the race committee because there's no wind there—which is precisely why so many racers hate it. "I'd like to see the race committee try finishing boats from shore," opined one skipper, "and from a lot nearer the West End."

In the great scheme of things, Catalina's 94 starters were a little down from years past: 113 in 1990, 116 in 1989 and the alltime high of 127 in 1988. Down also were the number of starts, from two in the past couple of years (when the non-spinny division started a day before the 'real' racers) to just one, off the Golden Gate YC. Divisions were pared accordingly, from 11 last year to 9 — six PHRF and one each for IOR, IMS and Multihulls. Of course, those numbers could easily go back up in '92, especially if the ULDB 70-raters decide to include the race in their championship series as they did in 1990. Besides, Winterhawk's record is an awfully tasty carrot dangling out there.

But as we were saying, taken as a whole, the Catalina Race has so many good points and so few faults, we'd be surprised to hear many gripes if only 10 boats went. The Island is such a mellow destination it just seems to defuse any attitudes that might have developed along the way. Even the DNFers who pack it in and motor to Avalon are embraced as brothers in arms by most of those who stick it out.

And somewhere in all that is perhaps the true measure of the Catalina Race's success. No matter what the wind does or doesn't do, people enjoy the event. They go home happy. And they come back next year.

- latitude/jr

MEXICO DEBRIEFING:

Every year about this time, we run an article or two dispensing advice to Mexicobound cruisers: what gear to have, when to go, what to see — that kind of stuff. This year we're going to do it a little differently; we're going to let Kathryn and Ray Weiss, an

ALL PHOTOS COURTESY PACIFIC CREST

There are tradeoffs in any cruising boat. A larger or more luxurious boat would have been nice, but buying a smaller production



Kathryn and Ray enjoying life by dinking around in Mexico.

office-manager and finish carpenter respectively, advise you. In their early 40s, they're experts in the sense they've just returned from a satisfying first-time cruise to Mexico aboard their Richmond-based 30-foot Pearson, Pacific Crest. Like most cruisers, Kathryn and Ray went on a modest boat and had to select gear to fit within a budget.

In the following article, we would raise a topic and Kathryn would answer on behalf of both of them.

The Boat

Ray's been sailing the Bay since he was six aboard everything from Snipes to a King's Cruisers. I started sailing in 1984 when we bought our Snipe. After talking about cruising for 15 years, in June of 1987 we finally decided to start looking for the boat.

We thought about buying a Whitby 42 that needed a blister job, but I didn't want to work on a boat, I wanted to go cruising. Eventually, we purchased a 1985 Pearson 303 in Alameda, and signed the papers on New Year's Eve 1987. We were living in Oregon at the time and came down most weekends to sail the Bay. In July we moved to the Bay Area to be close to the boat. We really sailed in 1988, over 100 days. In 1989 we added the autopilot, Loran and the dodger and began sailing off the coast almost every weekend.

At the time we bought her, the boat had just the basics: three sails, a knotmeter, depthsounder, radio and an anchor that's since been relegated to our lunch hook.

boat meant we could have it all: our place in Oregon as well as a boat we could go cruising on right away.

The lack of space wasn't so much a problem as an inconvenience. I also compounded the problem by collecting too many souvenirs in Mexico, which made space tighter than it had to be.

Itinerary

Ray and I pretty much followed the itinerary suggested by Latitude. We left Marina Bay on October 17 and took five days to sail to San Diego. We stayed in San Diego for nine days, attending the cruiser parties at both Pacific Marine Supply and Downwind Marine. It's hard to choose a loyalty between those outfits because they're both so marvelous to cruisers.

We arrived in Cabo San Lucas on November 17, number 26 in the Some Like It Hot Cruiser's Rally, after several stops along the Baja coast. Gil and Karen of Papi's Cruising Center were both helpful and caring. After coming home and talking with some fellow cruisers in Marina Bay, I believe the few who have written Latitude to criticize Gil and Karen don't represent the mainstream of opinion. Cabo caters primarily to sportfishermen and Southern California tourists, and Papi's Cruising Center is a haven in a 'stormy' port.

We left Cabo on December 3 for

Tenacatita Bay, which in recent years has become a manañaland favorite among cruisers. By December 14 we were in Ztown, and liked it so much we stayed until January 25. We then began working our way up the mainland coast, crossing the Sea of Cortez to La Paz on March 8.

On May 21, having gone as far north as Isla San Francisco, we turned back for home. We left Cabo on May 25, had three rough days followed by seven days of good to excellent weather, and arrived at the Police Dock in San Diego on June 3. It was a good trip home, as we had unexpected following winds from Morro Bay to San Francisco.

Our itinerary needed only fine tuning. First, we should have waited until April to come back across the Sea of Cortez; it's still too cool at that time of year. And two, we should have planned it so we could have continued further into the Sea of Cortez. The water was just starting to get warm and I was really beginning to enjoy myself when we had to leave. It was a big let down not going on to Puerto Escondido; as frustrating as almost, but not quite, having an orgasm.

Radar

We had an Apelco 9910 and loved it. In fact, I wouldn't have gone without it. We had budgeted \$2,000 for just the liferaft, but then found we could rent a liferaft for the season for only \$600. That gave us the money for the radar, which cost \$1,200, and another



PART ONE



Radar, such as the one on this Marquesas-bound Peterson 44, help her 'see' and be seen.

\$200 for the mount. Ray did the installation. The newer model has a 16-mile range, and that would have been nice. Regrettably, it wasn't available at the time.

The radar was a valuable navigation tool. On the way back up Baja, for example, it was extremely foggy as we neared Sacramento Reef. We'd been navigating by dead reckoning since it had been too foggy for Ray to take any sights. With visibility down to one mile, the radar allowed us to head safely toward shore, where we were able to use a combination of land fixes and depthsounder readings to fix our position.

The radar was also great for spotting and tracing ships. We could pick ships up on the

Spread: Some of last year's 'Some Like It Hot' folks at Papi's. Inset: 'Pacific Crest' and two other boats anchored near the Cape.

radar before we could spot them on the horizon. Then we'd use the range and bearing features to make sure we weren't on a collision course.

For me as a woman, on what started out as my husband's trip, I felt the radar was an important piece of equipment. Having it and knowing how to use it meant there were many times when I didn't have to bother Ray when he was off watch. That's an important thing for captain — crew relations, which is perhaps the most significant factor in the success of any cruise.

The Apelco radar is typical of the gear we bought for Pacific Crest. We had a limited budget that didn't include money for top-end gear, so we looked for inexpensive but serviceable equipment. It turned out great, as we didn't have any serious gear failures. And the gear was certainly adequate. For example, about a day out of San Diego a nuclear submarine popped out of the water just a couple of hundred yards away. I was curious to see if I could pick him up on our budget radar. I could, and found I was able to track him until he was four or five miles off.

Liferaft

We rented our liferaft, an Avon six-man offshore model, for the season from Offshore Marine of Essex, Connecticut. Hewett Marine of San Francisco also rents liferafts, and by the month they are even less expensive.

The rental from Offshore Marine cost \$600 plus \$100 for overnight air freight—that's not too bad when you consider the liferaft comes with a current certification. Liferaft rentals aren't uncommon, but you often have to reserve them well in advance.



'Pacific Crest' was equipped with a rented liferaft similar to the one in this photo.

We reserved ours in March for delivery on August 15th — and got the last one available.

A liferaft was something I insisted upon. You have to understand that I'm from Kansas, fourth generation. My people came over on ships and said, "Let's get as far away from the ocean as we can." So I felt more comfortable having a raft.

Loran

We had a Vector Loran, which worked as far south as Cedros. I understand there is now a signal that works as far down as the Cape, but I can't say for sure.

Ray didn't let me use the Loran much on the way down because he wanted to develop confidence in his DR and celestial skills. By the time we came back up the California coast he was either confident of our skills or sick of celestial, so we used the Loran all the time.

SatNav

We didn't have a SatNav, which didn't bother Ray at all, but I enjoyed it when we buddy-boated with people who did. Being next to a boat that had one really made things easier for me, especially at night. You see, Ray was a navigator in the Navy, so he was really compulsive about knowing exactly where we were. Next time we'll have a GPS so he doesn't have to spend so much time figuring out exactly where we are.

But I'm convinced that people should know how to navigate with a sextant, at least to where they can work out basic noon sights. I just heard that one of our good friends from Marina Bay and Mexico, Michael Hoffert of the Newport 41 Resolute, just made it to Hawaii relying on a sextant. I'm so proud of him. Michael tells me he's headed back to the West Coast, and after he

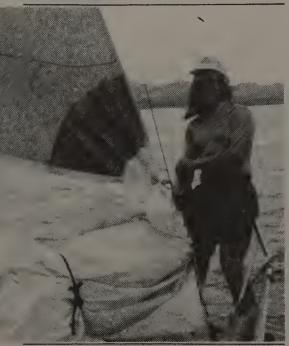


MEXICO DEBRIEFING:

adds refrigeration and some electronics, plans to head back to Mexico and beyond.

GPS

These magic boxes had come down in price, but were still too expensive for us.



Okay, they almost always wore harnesses when going forward.

We're going to have one for the next trip for sure, just because it will allow Ray to relax while at sea.

Hand-Bearing Compass

We had an Autohelm hand-bearing electronic compass, which I think is the neatest thing since popcorn. I feel it's worth the \$130 to have the accuracy and memory, as we used it over and over again.

Man Overboard Gear

We had all the safety gear, used it, and did man overboard drills in both the Bay and ocean before we left. It wasn't so much because of Ray's Navy experience as my being raised in Kansas. One of our friends said that if the gods were after me, a small boat on a big ocean was the perfect spot. And the safety gear did make me feel much better, because I figure if I'm in the mountains with a broken leg, I can crawl to help. But if I'm out in the ocean and have to try to swim to shore, forget it!

For man overboard emergencies, we have a pole to throw in the water to mark the position and a Lifesling system to lift the person out. And we practiced using the system with a bunch of five gallon water bottles simulating a body. With practice, it got so that I knew I could maneuver the boat to someone in the water, under power or sail. And then I could, all by myself, lift them from the water using the Lifesling. Having

that knowledge was really important to my confidence and peace of mind.

Rough Weather

In rough weather we'd wear harnesses, and at night we all wore harnesses and a personal strobe light. It was good because it gave us and our occasional crew confidence. Having practiced in the rough waters outside of San Francisco, pretty much everything in Mexico seemed easy. It really is true, that if you feel comfortable outside the Gate, you'll feel comfortable sailing anywhere on a cruise to Mexico.

The weather in Mexico was almost always mild, but there were a couple of times where it blew pretty good. Crossing the Sea of Cortez coming back, for example, we had 40 hours of pounding into steep eight foot waves every three seconds — I know because I timed them. We also had a really rough trip up from Chamela to Puerto Vallarta; it took 30 hours to cover 100 miles.

The best rough water sailing woman I met was the Aussie girl on Deus Regit. She'd never sailed before when her husband took her across the notorious Tasman Sea, which is the Sydney to Hobart course. It was really rough, but her husband kept telling her, "This is nothing, it will get much worse than this." Of course, she's never seen anything like it since, so nothing fazes her. She,

By going on a smaller boat like 'Pacific Crest' (inset), Ray and Kathryn got to enjoy Baja sunsets (spread) now rather than later.



While most Mexico cruising is done in light air, it did blow on a couple of occasions.

currently pregnant, and her husband have been cruising around with their two-year old daughter on a 25-foot boat. They left Z-town in February to head back to Australia to build a larger boat.

But having safety gear and using it is important, as both Ray and I discovered. We were nearing the anchorage at Isla San Francisco after a rough sail up from Isla Partida, when Ray went forward to douse the headsail. As he went forward, a wave pitched the boat — and threw him up in the air. I know he was at least two feet off the



spaced out by the experience and exhaustion, they said, "Just get us off!" They later wrote to friends in Marina de La Paz to

explain their actions, and said that in

retrospect they wouldn't have done the same

thing. Their boat and possessions were

deck because he was as high up as the bow pulpit. Anyway, he landed wrong and broke his ankle. I'm sure glad he was wearing his harness when that happened.

Engine

Our boat came equipped with a 13-h.p. Yanmar; since it's supposed to be a cruising boat, we think Pearson should at least have put in the 18 h.p. model. In flat water we could cruise at 6.2 knots, but sailing or motorsailing into seas we'd be crawling along at 3.3 knots. There were times when it sure would have been nice to have more power. Pacific Crest has a two-bladed fixed prop.

We ended up using the engine quite a bit more than we thought we would: 700 hours, including charging time. Light winds were the biggest reason. If you wanted to make a 40-mile daylight passage in one day and you're ghosting along at two knots, you tend

to turn the engine on.

Ray did all the required engine maintenance, and it would have worked trouble-free had we not gotten some bad fuel from the Pemex station in Cabo San Lucas. It was the darndest problem that kept eluding us. We kept changing fuel filters, then we'd change the fuel lines, then we pulled the fuel tank. It wasn't until we pulled the tank and wiped it down with acetone — we were back in San Diego by this time — that we got the problem cured!

Getting clean fuel is very important



because there are times when you just don't want to change filters. We had to change filters during our rough sail up from Chamela



Old, young and reptilian, you make all kinds of great friends while cruising.

in the middle of the night, and that was no fun at all.

Boat and Mechanical Problems

Engine problems are probably the number one difficulty cruisers have in Mexico. Number two is getting the problem diagnosed and getting the proper replacement parts. Sometimes the problems are caused by lack of cruising experience. There was a couple originally from the Bay Area but now out of San Diego, who were experienced racers but new to cruising. When they sailed non-stop from San Diego to Acapulco in 17 days — they were having so much fun sailing they didn't want to stop — they let the transmission freewheel. Somehow this resulted in them ending up with reverse gear only when they departed Isla Isabella a few months later.

Many cruisers are professionals who are taking a break from their careers, and thus have very little experience with mechanical problems. Probably the best-known last season were David and Nora, a couple of Southern California attorneys who had sailed their 39-foot The Other Woman down for the season to 'test their limits'. Around the beginning of the year they left Tenacatita Bay for Cabo San Lucas. But they never got there. About 100 miles south of Cabo they got hit by bad weather, tore their sails, lost the use of their engine, and were about to lose their batteries and therefore their SatNav.

Exhausted and cold, they put out a Mayday. It was picked up by a nearby Korean freighter, which arrived on the scene and asked them what they wanted to do. So

valued at nearly \$100,000; since they had no insurance, it was like they walked away

from all that money.

Since the boat was basically in good shape when they left, some cruisers reportedly tried to find it for salvage. The last I heard, she had drifted somewhere off Acapulco by March.

Batteries / Charging

Ray installed and wired four 110-amp hour batteries and an Ample Charging system, featuring a 95-amp alternator, from Sparky Electronics of Sausalito. It was great. If we weren't motoring, we'd run the engine a little more than an hour a day. This would take care of our electrical needs, which were fairly modest: lights, stereo, 12-volt



Unlike a lot of boats, 'Pacific Crest' didn't have a VCR or television. No great loss.

refrigeration and an invertor. We didn't have a television or VCR. We found that we had plenty of juice, although we did pay attention. Cruising is all about paying attention.

Besides paying attention, it's also

MEXICO DEBRIEFING:

important that cruisers know what equipment is using how many amps, and set themselves an 'energy budget' based on their capacity. On *Pacific Crest*, for example, the refrigerator alone used 75 of the 100 amps we would use on a typical day.

Invertor >

We had a Prowatt 100 invertor that plugged into a cigarette lighter; it was great. We used it for our Sony weather radio, the battery charger for our handheld VHF and the battery for our drill motor — and they say you can also use it for computers, TV and stereos. The 100 was well worth the \$100, and it's since been replaced by the slightly more expensive and powerful Prowatt 250.

Autopilot

We had a Navico 4000 autopilot, which cost just \$500. It was one size up from what's recommended, but we felt it was worth the slight extra expense. Like a lot of the gear we bought, it wasn't top of the line, but we loved it. It steered in following seas, pounding seas, calms, just about everything. It drove the boat about 90% of the time. The one time it wouldn't steer was a very rough day coming up the coast of California.

We're going to carry a spare autopilot the next time we go, as it is a competent and economical crewperson.

We did have one slight problem with the unit, but Ray opened it up, saw some corrosion, and was easily able to clean it out with WD-40 and a toothbrush. After that, it was good as new.

Dinghy & Outboard

Latitude recommended that cruisers get a good-sized dinghy with a big enough motor



Small and underpowered dinks are kid's stuff. Plan on planing, suggest Ray and Kathryn.

to plane. Instead, we got small one with a 3.5 h.p. outboard. Both were perfectly fine in that we never dumped the dinghy and the



A well-equipped galley keeps the first mates happy; an important thing on any cruise.

engine always ran, But, it was a lot wetter than the set-ups other people had and more importantly, we didn't have the range to explore. Non-planing dinghies are fine for San Francisco Bay, the Delta and Catalina, but in my opinion they're not good enough for cruising.

Fortunately, there wasn't much dinghy theft in Mexico. The only one we heard about was a 14-footer with a 25 h.p. in La Paz, and that may have drifted away. About a third of the cruisers would lift their dinks out of the water each night, but we'd just lock our oars and leave it in the water. Theft, other than some oars in Melaque, was not a problem last season.

Refrigeration

We had an Adler-Barbour, which looks like a 1950's freezer. It might have looked funky, but I had ice cubes, the frozen stuff always stayed frozen, and the food stayed cold. I thought it was just fine because we had cold beer without Ray having to haul ice all over the place.

When we were fitting out the boat, Ray told me I'd have to work two extra weeks to have refrigeration. I was happy to do it and it was worth the trouble. What Ray didn't tell me was that I'd have to work another three weeks for the charging system to power the refrigerator. (Lots of laughter). It took our Adler-Barbour about 12 hours to make ice.

Some of the other boats had mechanical and cold plate systems, but they had a lot more problems. Our refrigerator didn't breakdown at all. In fact, we didn't have any gear that broke down. If I had to choose

between having a refrigerator that broke down and not having one, I'd go without. Some of the cruisers in Baja use propane refrigerators, but that's too dangerous for us.

The refrigeration was also important for keeping my film cool. I shot 50 rolls while in Mexico, and didn't develop any until we returned to the States. Keeping film cool is critical to quality.

Stove

We have an alcohol stove, while almost all the other boats have propane stoves. I'd love to have a propane stove, but I wouldn't let an alcohol stove stop me from cruising in Mexico.

Watermaker

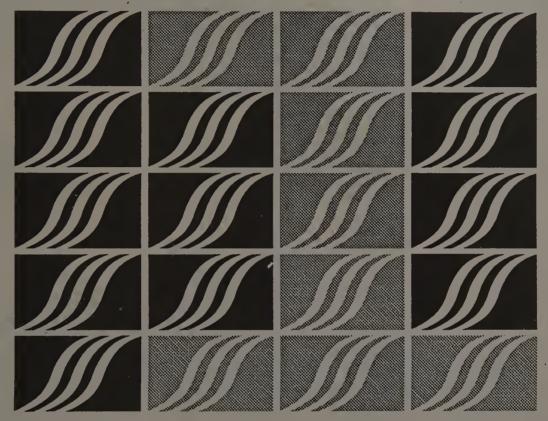
Our boat came with 35 gallons of water capacity and we added a 35 gallon bladder tank. Seventy gallons worked out well for us, because we did things like take our showers using a garden sprayer. But it would have been nice to have a watermaker because hauling water, like hauling ice, is really the pits. I also hear water can be hard to come by up in the Sea of Cortez in the summer.

Just about everybody seemed to have the PowerSurvivor watermakers and liked them. The 30 gallon per day models seemed more than adequate, because people kept trying to give fresh water away. You know how it is, you have to keep running water through the filter or it goes bad. The water from the machines tasted good, too.

Water capacity is sort of like refrigeration to me; you can do without, but why? I can live without a shower every day just as I can live in the woods. But if you can have a shower every day, why go without?

— kathryn weiss & latitude 38 [Part II of the Mexico Debriefing will appear next month.]

WHAT MAKES US NUMBER ONE IN VOLVO PENTA

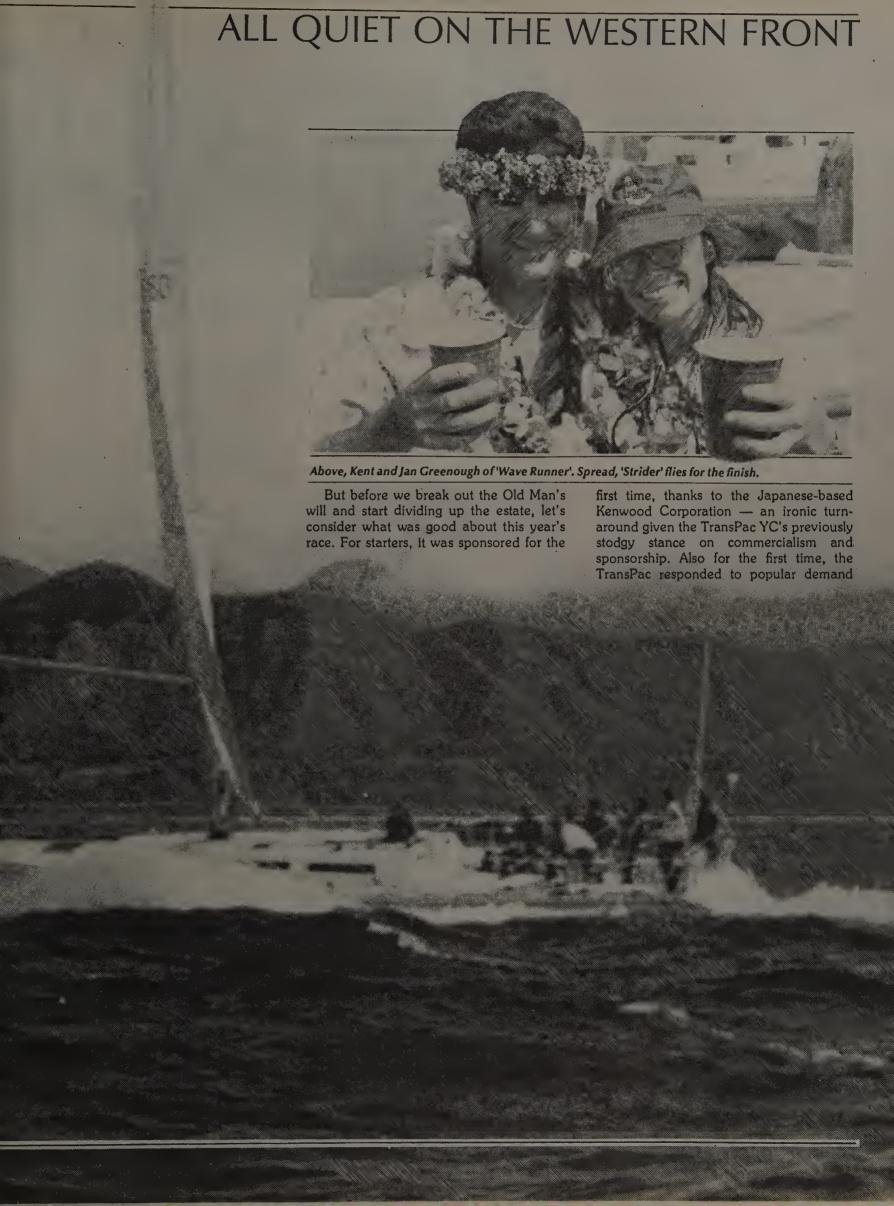


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TRANSPAC '91:

with a dual start: June 27 for the smaller boats and June 29 for the big guys. And Mother Nature put on a good show, too—there was a minor (6.0) earthquake in Los Angeles on the Friday between starts, a 96% solar eclipse in Hawaii after the race, some glorious Mount Pinatobu-influenced sunsets and, of course, the planets were still more or less in conjunction in the western sky.

nfortunately, Mother Nature got so preoccupied with her sideshows that she forgot to provide the main ingredient wind. Almost half of this year's small fleet -20 boats (17 ULDB 70s and three IMS sleds) - were capable of shattering Merlin's 1977 record of 8 days, 11 hours, 1 minute and 45 seconds. Indeed, for the first few days of the 2,216-mile race that milestone looked like it was gone with the wind. Ultimately, it was Drifter's gruesome 1979 record (the slowest TransPac in modern times: 11 days, 18 hours) that came under attack. "Imagine doing 20 back-to-back Ensenada races, and you'll get the idea of what it was like out there," explained Mike Elias of Ragtime.

As opposed to the '89 contest — when four sleds finished within 37 minutes of each

Bill Lee had reason to be happy — his boats swept the IOR divisions.



other, all about two hours off Merlin's record pace — this year's TransPac was relatively undramatic. But don't try to tell that to Bob

ALL QUIET ON THE



McNulty, whose SC 70 Chance was first-to-finish by two hours and 20 minutes over Silver Bullet. Their elapsed time of 10 days, 8 hours and 59 minutes earned them a broomstick at the top of their mast, only the third 'clean sweep' (first to finish, first in class, first overall) in TransPac history. Even rarer, Chance basically led from start to finish: Dennis Durgan nailed the absurdly favored port end of the starting line and the



'Climax' was the big winner — in the Plywood Cup, that is. Mike Campbell's big 'Climax' was second in IMS-A.

blue beauty just stretched her legs from there.

Northern California boats, some 25% of

this year's fleet, also accounted well for themselves — especially in IMS. Kent Greenough and a Richmond YC crew sailed Lon Price's Luffe 48 Wave Runner to a runaway victory in both IMS-A and overall, while David Thomson and his Kiwi buddies took first in IMS-B and second overall with their Farr 1220 Kotuku. Both boats made the crucial decision to go north early in the race — but we're getting ahead of the story.

The Sleds

"In the beginning, the TransPac YC created sleds," intoned Steve Taft with a biblical flair. "They were 'invented' in '83, a direct result of capping the IOR rating limit for the race at 70 feet." Almost ever since, the sleds received most of the attention, just as 'Best Actor' and 'Best Picture' steal all the glory at the Academy Awards. "Let's face it, the TransPac is about being first to finish. Nothing else really matters," stated Jeff Madrigali, who's corrected out second in the sled class twice in a row on Silver Bullet. "Our first-to-finish last time was one of my biggest thrills in sailing."

This year, Chance's nine-man crew enjoyed that thrill, as about 30 spectator craft came out to the Diamond Head buoy to cheer them across the line at 7 p.m., the first daylight finish in recent memory. Owner Bob McNulty's decision to enter the TransPac had been a last minute one — Chance, which is literally dry-sailed out of San Pedro, was deactivated this year and is "seriously for sale." McNulty, it seems, pulled the boat out of mothballs just weeks before the race, rounded up a good crew and then sailed the race of a lifetime.

The key to Chance's victory lay in the one-two punch of 'sailing master' Dennis Durgan and navigator Dale Nordin. "Durgan can really keep a boat moving," commented Nordin. "And after 10 TransPacs, he's got a real feel for where to go. We were amazed that no one followed us north! Everything

WESTERN FRONT



indicated that was the way to go." Sailing with a #2 up for the first few days (most sleds leave this sail on the dock), Chance separated from the fleet; initially, only Marishiten followed suit.

Behind them, the usual skirmishes were being fought as the sleds scrambled to cover each other (and protect their 1991 championship points) after the daily 8 a.m. position reports were broadcast. Chance, as a non-member in the championship series this year, just kept sailing her own race — at one point getting an improbable 80-mile lead on the next boat. The crew relaxed enough to catch the occasional mahi-mahi, which

ENOND THE COMPETITION

TO THE COMPETITION

C

Left, miners for a 'Heart of Gold': Eric Baumhoff, Carl Schumacher, Sue & Jim Corenman, Scott Owens, Kame Richards and Jim Antrim. Above, 'Goldie's' motto for the race.

crewmember Dave Culver, who was on a busman's holiday from Dennis Conner's America's Cup camp. "We sailed defensively, especially when the fleet started bringing up the breeze. Dale got a little 'bunched up' at the end, spending more and more time at the nav station, but on the whole it's easy when you get that far ahead. Like basketball, you just stay between your man and the hoop."

It wasn't that easy for everyone else. In the '89 TransPac and '90 Pacific Cups, it worked to bang the southern route. Not so this year, as Taxi Dancer and others realized too late. When Mongoose fell off her cradle in a Santa Cruz boatyard (the result, if you were paying attention to last month's Letters, of 'men's sexist attitudes towards women'), Paul Simonsen chartered Taxi Dancer, providing his own sails and crew. Explained Taft later: "What's wrong with this picture?

upwind-oriented boat with a relatively large wetted surface, using sails that were too small and polars we were unfamiliar with. And we were boiling to death downstairs... geez, it was awful. How'd we like the TransPac? That's like asking, 'Other than everything else, Mrs. Lincoln, how did you enjoy the play?'"

But things could have been worse: two sleds withdrew with rig problems on the first day, a reminder of how fragile these boats really are. Starship I (ex-Pyewacket I) broke her boom, apparently when it was struck by the flailing clew of the #1, and Ole turned back when her new masthead Sea-Tek rig rained rivets on the deck and went about a yard out of column. "I'm still not sure how it stayed up," said Ole's Neil Baker, who like many of the crews on both DNFers flew over to Hawaii for the parties (the Kaneohe YC Mount Gay party was, by consensus, the best, followed by Waikiki YC's).

There was bodily injury, too: Grand Illusion's Patrick O'Brien, a tough-as-nails Whitbread vet, fell through the forward hatch with 100 miles to go, fracturing five ribs. Fearing he may have punctured a lung, the boat diverted to Kahului, Maui, and rushed O'Brien (accompanied by owner Ed McDowell and his son) to the hospital. Under the circumstances, Grand Illusion was allowed to finish the race despite the missing crewmen, but wasn't granted any time correction.

IOR-B&C
Deception, David McGinnity's ice blue



cook Bobby Burns (who owns five restaurants in L.A.) prepared on the spot. They drank some good wine, too — 48 bottles to be exact.

"We were launched! None of us could believe how far ahead we were," explained 'Chance' — fresh mahi-mahi, 48 bottles of wine and the Barn Door Trophy.

There we were, 'protecting' the south, sitting around in almost no wind while everyone above us was moving well. We were on an

SC 50, started at the weather end of the line and almost immediately aimed for right field. It proved to be a winning move. For almost the entire race, they were higher north than the rest of their 8-boat Fabulous Fifties peer group, though Ralphie and Samurai checked

RANSPAC '91

'Pyewacket's' Robbie Haines and son: "Hey, Dad! When are you taking me to Disneyland?"

in up there briefly. "They sailed an intelligent race," admitted Heart of Gold's Carl Schumacher. "We tracked them the whole way on Jim (Corenman's) program, which is a whole lot more accurate than the TransPac's. Deception had to give us about 16 hours; we were coming on really strong at the end, but ran out of race track."

Goldie fell 26 minutes short, leaving Jim and Sue Corenman in the bridesmaid spot vet again (they've been second in the last two Pacific Cups, as well). Medicine Man, Bob Lane's tiller-driven Andrews 54 'budget sled' finished first, but corrected out to third. "As we neared Diamond Head, people came on the radio to tell us that the outside end of the finish line was favored," laughed Steve Baumhoff, referring to the old Medicine Man's fateful non-finish in 1989. Continued Steve, "This new boat is totally cool, but the inside has all the charm of a vegetable crisper. We call it the 'Amana 54'."

Ralphie, under charter to Lambert Thom, led throughout much of the race on corrected time (if you buy the TransPac's calculations) but settled for fourth. "We were pleasantly surprised," admitted Thom, a veteran of the '83 race on his Winsome Gold (and current owner of a Tartan Ten). "We might have done even better but for some gear problems. We ripped the main on the fifth day, and had it down three hours for repairs. From there on, we were hesitant to jibe for fear of splitting it again; plus we ripped some spinnakers. We had a great time anyway! Next time, I'd like to charter a 70!"

The crew of Ralphie, most of whom were doing the TransPac for the first time, enforced a 'joke-a-day' rule and arrived In high spirits. "It was a pretty easy race," said navigator Dennis Deisinger. "The only time I was scared was when I realized we only had one .5 ounce chute!" Another boat heavy on



'Evolution's' Steve Flam models the latest sled technology: gimballed seats for the grinders.

TransPac virgins was Strider, under charter to Peter Bennett (who recently moved up from his C&C 38 Destiny to a Swan 431). Other than dipping too far south, they too had a great trip - from the enthusiasm with which they powered down the mai-tais and threw each other into the Ala Wai Yacht Harbor, you'd have thought they won overall!

As opposed to the jaded pro's on the sleds, some of whom are actually paid to sail in the TransPac, the amateurs - such as the Ralphie and Strider crews — stuck around Hawaii longer and generally seemed to enjoy

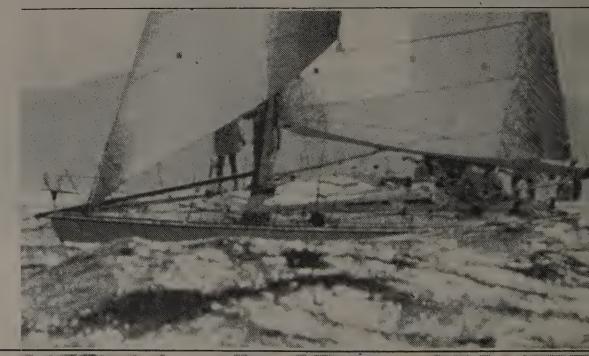
the whole TransPac experience more.

he three boat hodgepodge that passed for IOR-C was won by Solution, a SC 40 owned by Fred Hibberd of Jackson, Wyoming, Hibberd, a true jet-setter, usually warehouses his boat on a trailer in Oregon between events, though It's spent the last year or so at Jock MacLean's boatyard. Hal McCormack prepped the boat and was the only West Coaster among the crew. "It's amazing to me how much the TransPac has changed since I did my first one in '67," claimed Hal. "The whole thing's a benefit for the sleds now. They need to attract the small boats again."

"The first few days were miserable," admitted McCormack. "We just sat there, watching our two-day head start evaporate. Seals would circle us and bark so loud you couldn't even sleep! It's tough to reconcile yourself to getting clobbered; the sleds all passed us midway. In fact, Mirage went just

50 yards to leeward of us!"

Jano, with Commodore Tompkins and Cliff Stagg among the crew, favored the southern route and came in a distant second to Solution. And then there was the legendary Montgomery Street, back for a record eleventh TransPac. Jim Denning's 26-yearold Cal 40 finally pulled into the Ala Wai Yacht Harbor in just under 16 days. Her crew had been limited to half rations and a quart of water a day near the end of the race. "I've been first," said '85 overall winner Denning, "and now I've been last. First is better!" Denning did get a nice round of applause at the awards banquet for 'earning' the Tail End Charlie trophy — unfortunately, Jim and 'Monkey' Street were still about 100 miles out of Honolulu at the time.



ALL QUIET ON THE WESTERN FRONT

"This really is the last one for me," claimed Denning, now 76 years old. "I'm not as young as I used to be, and this trip really took its toll on me. I was sick as a dog for 10 days, lying in my bunk, unable to breathe and spitting up stuff the color of your T-shirt (ed.note — we were wearing a florescent green Latitude shirt that day)." Denning, it turns out, had a serious case of bronchial pneumonia. Fortunately, one of his crew was a doctor and treated him correctly. Whether Montgomery Street salls another TransPac under Jim's son or another skipper remains to be seen. (Ragtime, it should be noted, is just one TransPac behind, and owners Pat and Mike Farrah are eager to sall her into the record books.)

The IMS Fleet

IMS, which has been heralded as the salvation of the TransPac and other West Coast grand prix events, attracted only 14 entrles - up from last time's 9 'pioneers', but a disappointing turnout nonetheless. Four of the six boats in IMS-A were race veterans, all refugees from IOR. Only Joss, a Big Mac 65, and Rocinante, a new Beneteau 53 sailed by an all-Japanese crew, were newcomers. Rocinante, due to brain fade or perhaps the language barrier, finished incorrectly (on the inside of Diamond Head buoy instead of outside) and was initially scored as DNF instead of fourth in class A. Happily, some kind of deal was cut and they were reinstated.

ALL PHOTOS LATITUDE/ROB

First-to-finish honors in IMS went to Donn Campion's familiar Merlin, sailing 1,000 pounds lighter than she did two years ago and sporting a new transom scoop. When the wind finally picked up near the end, she began posting 300+ mile days and 'playing through' the ULDB 70s in front of her. Joss and Rags, also sailing in their 'turbo modes' finished several hours behind. Both boats protested Merlin unsuccessfully for not being able to open her prop after the race (they had to send a diver over). "What a chickens--t deal," commented *Merlin* skipper Skip Stevely. "They weren't even there!"

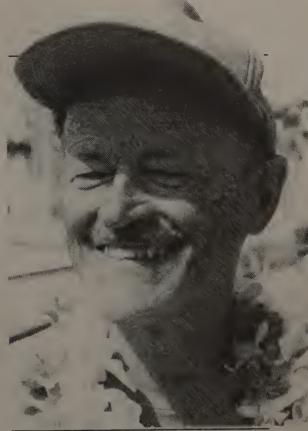
The potential performance of the big IMS boats to beat all the ULDB 70s to Hawaii in a breeze troubled the ULDB 70 Class Association — so much so that they subsequently petitioned the TransPac YC to lower the rating cap on the IMS fleet so that IOR-A sleds are insured of finishing first. The IOR sleds also want to race boat-for-boat next time, but still be eligible for overall honors. "In effect, the sled owners are saying, 'You created us, now take care of us'," explained Taft. "It's a legitimate beef; they're just taking care of their investments. They don't want any more defections from their ranks, nor do they want to see any IMS boats designed specifically for breaking the

So far, the race organizers have been



Above, the 'Kotuku' gang: Karie & David Thomson, Melinda & Billy Erkelens. Left, 'Wave Runner' blasting down the Molokai Channel.

unyielding on the subject, essentially calling the owner's bluff. Apparently, the sledmen are now making rumblings about boycotting the next TransPac: "The group feels strongly that unless suitable arrangements can be made with the TransPac YC, other alter-

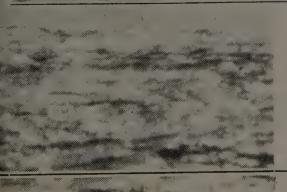


End of an era: Jim Denning of 'Montgomery Street' swears this was his last TransPac.

natives should be explored," said executive secretary Tom Leweck. Our prediction? What the sleds want, the sleds will get — the TransPac can't afford to lose them.

espite the potential of the IMS maxi's to finish first, they didn't fare well on corrected time. Wave Runner, a teak-decked Luffe 48, ran away with Class A and overall IMS honors, leading on time from start to finish. They were so far ahead that didn't bother to fly a kite coming down the windy 'Molokai Channel. "We knew we had it — why risk the rig?" asked skipper/navigator Kent Greenough rhetorically. "Besides, it wasn't our boat." (Wave Runner, which will be donated to Richmond YC later this month, was on loan from owner Lon Price, who stayed home on doctor's orders.) Greenough, a veteran of the '85 race with his Secret of NIMH, sailed a smart race, going north in the beginning and then coming down to cover.

"The masthead kite made all the difference," said Kent, who celebrated his 20th wedding anniversary with wife Jan during the race. "We sailed conservatively, switching to the fractional chute at 20 knots." Like Chance, Greenough and watch captains Bruce Schwab and 'Rollin' Joe' Guthrie decided to play 'defense' about half way across. "We didn't hit any corners, and tried to stay in front of Kotuku and Windsurfer, who we knew would outsurf us if the wind came up," explained Kent.



TRANSPAC '91

"Actually, we spent a lot of time praying to 'Elvis', the god of wind," confessed Schwab. "And we always remembered to thank him!"

Meanwhile, aboard David Thomson's Farr 1220 Kotuku, the crew was praying to a different deity — "Huey", the Kiwi wind god. Thomson, originally from New Zealand, enjoys sailing long distance races with his countrymen; in fact, the only American aboard was Bill Erkelens. "Billy's basically a good bloke," laughed Thomson. "He's one of us: 'Keen Interest Without Intelligence' and all that."

The Kotuku gang sailed the boat hard, approaching the race like it was the Whitbread and awarding themselves imaginary Beefeater Trophies for every day they were ahead on corrected time. They used a mini-Steinlager watch system (two on deck, two on standby; two offwatch) and even performed an inventive Whitbread-like emergency repair on their steering system the fourth night out. It was no coincidence that their navigator, Goddy Cray, sailed aboard Steinlager II in their truimphant '89-'90 Whitbread Race. "My lack of TransPac



The 'Strider' crew 'male-bonding' in the Ala Wai Yacht Harbor after 12 days at sea.

experience probably helped," he claimed. "I treated it like any other race, and wasn't sucked to the south out of habit."

So dedicated was the Kotuku crew that they ran a dry ship ("a real sacrifice for Kiwis"), drinking literally 500 cups of tea instead. They made up for the alcohol drought afterwards, using their unique Kiwi buddy system of drinking. Explained Cray: "Your 'social navigator' monitors your intake

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2	2	Silver Bullet	SC 70	John Delaura	WYC	251:20:29	241:10:02
3	3	Marishiten	N/M 68	Katsuhiko Takeda	NOYC	253:21:06	241:53:36
4	4	Pyewacket	SC 70	Roy Disney	LAYC	252:43:34	242:23:21
5	8	Maverick	N/M 68	Les Crouch	LYC	256:13:23	244:26:15
6	10	Mirage	SC 70	Jim Ryley	SCYC	254:51:27	244:45:27
7	12	Holua	SC 70	Davis Pillsbury	NHYC	255:36:28	245:19:07
8	13	Kathmandu	SC 70	Fred Kirschner	LBYC	256:43:53	246:11:51
9	14	Blondle	SC 70	Peter Tong	LBYC	256:56:57	246:34:50
10	16	Evolution	SC 70	Brack Duker	CYC	258:59:14	248:32:06
11	16	Grand Illusion	SC 70	Ed McDowell	KHYC	261:52:41	251:25:31
12	19	Hokulele	N/M 68	Richard Taubman	WYC	263:59:58	251:59:58
13	20	Cheval	N/M 68	Hal Ward	CYC	265:01:49 265:37:12	253:31:43 254:06:33
14	21	Taxi Dancer	R/P 68	Paul Simonsen Dick Pennington	StFYC LB	269:26:06	259:14:17
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2	6	Heart of Gold	Schumacher 50	Sue Corenman	CYC	289:18:33	243:00:03
3	7	Medicine Man	Andrews 54	Robert Lane	LBYC	265:28:13	244:23:59
4	9	Ralphie	SC 50	Lambert Thom	LAYC	274:23:56	244:29:13
5		Harmony	N/M 55	Barbara Colville	NHYC	276:50:52	245:12:43
6	15	Samurai	SC 50 N	Warren Rosendale	NHYC	274:35:43	248:01:28
7	17	Allure	SC 50	Charles Jacobson	MPYC	278:32:50	250:20:07
8	22	Strider	N/M 56	Peter Bennett	RYC	287:39:40	254:56:21
IMS	-A						
t	1	Wave Runner	Luffe 48	Kent Greenough	RYC	287:16:42	175:01:10
2	3	Climax	Barnett 52	Mike Campbell	LBYC	281:07:42	185:19:29
3	5	Merlin	Lee 68	Donn Campion	SCYC	256:18:08	186:47:19
4	6	Rocinante	Beneteau 53F5	Shinji Ouguchi	NOYC	297:47:29	187:41:20
5	7	Joss	MacGregor 65	Dick Daniels	LBYC	259:23:24	189:27:20
6	9	Ragtime	Spencer 62	Mike Farrah	LBYC	257:22:53	193:16:41
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3	8 10	Cygnet	Swan 391	Louis Freeman	StFYC	347:23:10	190:34:14
4	11	Ariel	Mason 54 X-119	Dick Rosic	WYC	341:07:28	194:39:12
6	12		Davidson 42	Gib Black Peter Richards	HYC	346:34:36 329:03:01	200:12:12
7	13	Power Play Tak	J-44	Takashi Takamura	SYC	331:58:36	201:18:52 206:06:15
8	14	Out'n About	Farr 40	Gordon Finley	WYC	362:41:55	206:51:29
IOF	100 miles	Cat II ADOUL	1 40	Gordon Filley	W 10	302.41.33	200.31.23
1	24	Solution	SC 40	Fred Hibberd	NHYC	319:03:19	260:32:58
2	25	Jano	Frers 43	Robert Kahn	CYC	342:46:35	269:09:28
3	26	Montgomery St.	Cal 40	Jim Denning	RYC	382:27:43	294:09:00
300						302.21.73	

and vice versa. If you're drinking too much — or not enough — he'll watch out for you. That way no one peaks too early when the 'rum squalls' come through!" Along with winning Class B and taking second overall in IMS, the Kiwis also scored a case of Mt. Gay on a side wager with sistership Out N'About, which crept in a day and a half later.

The Kotuku crew had such fun together, they didn't want it to end. So, just hours after they finished, they packed their entire dockside party on board (food, drink and 30 people) and sailed out at dawn to watch the eclipse. "We finally found a use for our sextant!" said Thomson.

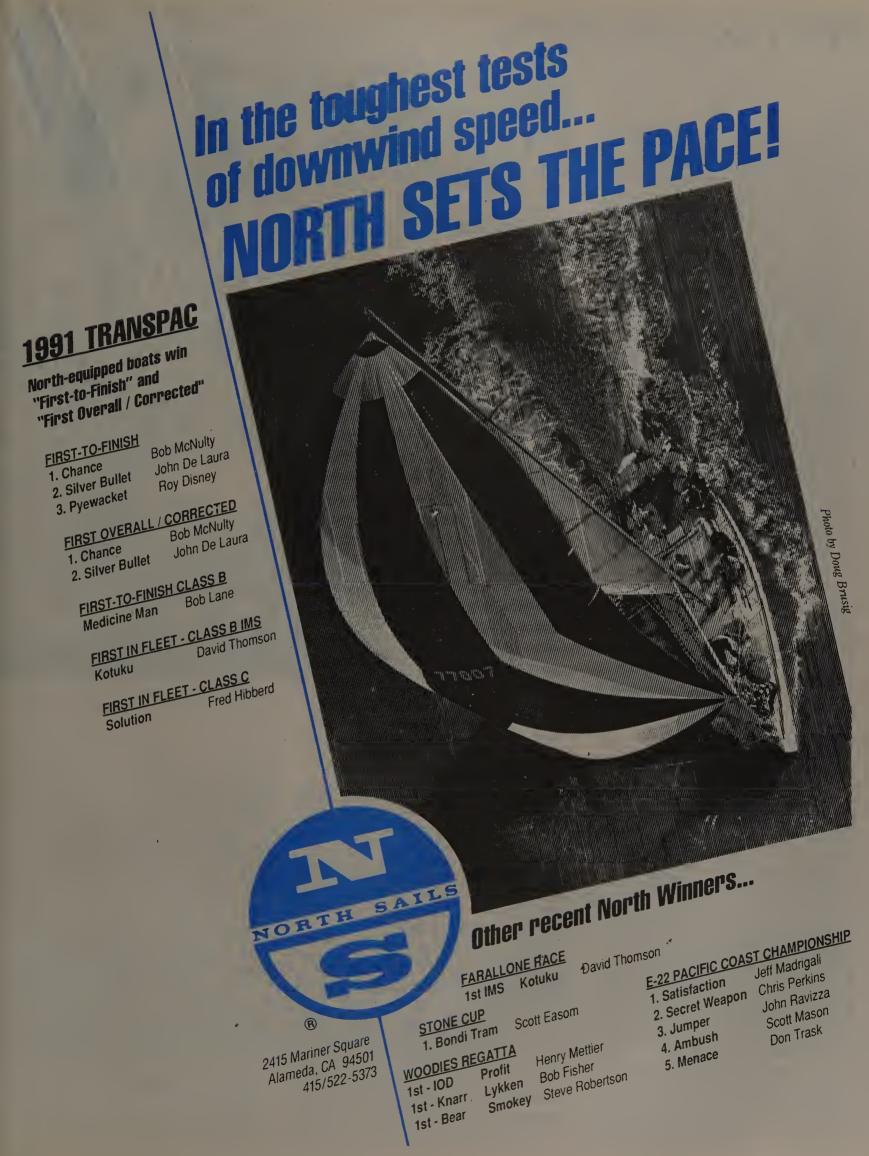
Tor some, like Kotuku's David Thomson, this year's mild TransPac was the "thrill of a lifetime". For others, it was a long, boring hate mission. But as Camille Daniels of Joss pointed out, "Asking someone who just finished this race how they enjoyed it is

like asking a woman who's just given birth if she wants to have another child. . .It takes a while before you want to do it again."

Fortunately, there's two years between now and the next TransPac. That should be more than enough time to forget the bad parts and remember the good stuff — like Bill 'Noodle' Leary, Merlin's navigator, having a baby during the race (okay, actually it was his wife back in Kaneohe who had it); Samurai's Bruce Wallerstein marrying longtime girlfriend Linda Dorn after the race; the great dockside receptions on TransPac Row, and so on. Sailors — Tom Leweck and his TPA cronies included — do have short memories and they'll be back.

Let's just hope 'Granddad' hangs in there. He's looking a little tired and confused right now, but — who knows? — with the proper attention and affection, he might snap out of it. Personally, we're rooting for the old geezer.

- latitude/rkm



THE TAX THAT SANK

It seemed like a smart idea to members of Congress at the time. In fact, it's always a clever political move, although not very original: Soak the rich. Let fat cats pay more tax because they can afford it.

And what better symbol of self-indulgent wealth than The Yacht? Yeah, look at those rich swells, in their fancy yachting whites, lounging in the harbor, guzzling gin and

What better symbol of self-indulgent wealth than The Yacht?

tonics while decent hard-working folks can't afford a rowboat.

Nobody ever lost an election by boldly standing up to the rich and pampered vachters.

So Congress last year showed its concern for the middle class by enacting a special 10% tax on certain luxury items, including boats that cost more than \$100,000.

They were in such a hurry to grandstand that they didn't bother to hold hearings, get opinions from the boating industry or talk to economists.

If they had, they might have been told what would happen. And they wouldn't be feeling as stupid as they are right now.

It didn't occur to them that somebody considering a \$300,000 boat might say: "Let's see. In this state I have to pay another \$30,000 in federal taxes? So that's \$40,000 more. And since I'm going to finance the deal, I'm also going to be paying interest on the \$40,000. Hey, forget it. I'll buy a good used boat instead, or maybe I'il just charter one."

It seems that a lot of potential boat buyers thought that way. Which shouldn't have been a surprise. Not every big boat buyer is a Rockefeller. Many are successful small business owners, lawyers, doctors; the boat is the big payoff of their professional lives. For some, it takes the place of the weekend house on a lake or in the country. Others use boats as retirement homes.

In a way, it was like slapping a 10% tax on any lake or beach house, weekend farm or other second home that costs more than \$100,000.



But U.S. Rep. Dan Rostenkowski (D-Illinois) and those other creative minds wanted to show voters that they weren't afraid to soak the rich, even if the tax caused some fat cat some financial pain.

And cause pain it has. But to the rich? Nah. Hardly any at all. The super-rich already have their yachts or can buy them in another country that isn't tax-goofy.

What Congress managed to do was put thousands of people out of work, close some small businesses and deprive the Treasury of taxes that these thousands of working stiffs would have otherwise been paying.

Apparently Congress didn't know that boats are built by people. That's not surprising, since members of Congress don't build anything. Mostly, they babble. Just watch C-SPAN.

But it's true. Boats are put together by craftsmen. The bigger and more luxurious the boats, the more skill and time are required.

When the tax took effect, right on top of a recession, people stopped buying, and the luxury boat business sank.

Boat companies had to lay off workers.

A little reminder for any legislators who think they can fool all the people all the time. Tea, anyone?

The National Marine Manufacturers Association estimates that more than 19,000 jobs will be lost this year because of the tax.

Nobody knows how many of those 19,000 people will stay unemployed or find lesser jobs. But the association estimates that without incomes, they will be paying at least \$30 million less in income tax. Maybe as much as \$60 million.

Some boat companies, especially small, family-run operations, went out of business. For example, David Walters, 49, has been building quality yachts in Rhode Island for about 20 years. He sold about six boats a year, ranging in price from \$300,000 to \$600,000. He employed 40 people.

He had to close down. His 40 workers lost their jobs. Now he's in Florida, selling used boats, which aren't taxed, on commission.

"People are upset about this tax. They're not going to give 10% to the government, especially as a tax that doesn't apply to other recreations. Congress isolated a very small

A THOUSAND SHIPS



group. It looked fashionable, going after people who have money. But it's the people who build boats that are being penalized.

"At the time I left New England, they had wiped out three of the seven builders in my area. And the ones remaining are hanging

everything I've built is gone. I could have stayed in business if they didn't have that tax."

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m nd}$ there is the ripple effect. The

To show you how smart Congress is, this country's private boat industry is — or maybe was — the world's leader. It exported

The super-rich already have their yachts or can buy them in a country that isn't tax-goofy.

American boats. Well, maybe the Japanese will now fill that gap.

And how much revenue has the boat tax brought to the federal government? Economists aren't sure, but they say It's possible that the cost of collecting it is wiping out what's being collected.

That means Congress came up with a tax that loses money, has wiped out thousands of jobs and deprives the Treasury of millions in income tax dollars. Not to mention the misery that comes with being tossed out of work or losing a business.

This is just another of the many reasons members of Congress should always sit up straight in their chairs. If they tilt their heads to the side, their brains might fall out of their ears.

— mike royko tribune media services

WHAT OTHERS ARE SAYING

USA Today: "Critics say the tax is a symbol of political stupidity. They say the levy has slashed sales and jobs, spurred wisdespread cheating and spawned yet another hornet's net of complicated Internal Revenue Service regulations."

Former I.R.S. official Peter Scott, who is now a partner at Coopers & Lybarnad: "It would be hard to imagine a tax that's less well thought out than this one. The loss of jobs will cost the government more in income tax than it will take in in luxury tax."

Bill Lee, Bill Lee Yachts of Soquel / Santa Cruz: "Even for those who are strong supporters of 'soaking the rich', this is the wrong way to do it. Studies have shown the federal government will collect less

from this tax than the loss in federal income and Social Security taxes due to unemployment caused by the tax. What little the federal government will collect will probably go to guns and bombs instead of to local concerns.

"With regard to states' rights, fewer and fewer funds trickle down from the Federal government these days, but a large portion of the funding for schools and other programs we want to see actually come from the states sales tax. The luxury tax is a federal sales tax and in the process reduces the income potential on a tax source that should be reserved for states, counties and cities. In 1989, 1990 and 1991 to date, Bill Lee Yachts, Inc., has collected more than \$160,000 in sales tax for the State of California. Don't let this poorly thought out federal fax destroy a functioning state tax source."

on by their fingernails.

"Congress made a terrible mistake. This tax is revenue negative and put a lot of people out of work. I lost everything. I worked 60 and 70 hours a week, and

thousands of people who lose their jobs stop spending, and that hurts local merchants. The suppliers to the boat companies sell less, so they lay off workers, who pay less tax and spend less. And on and on it goes.

If you'd like to help repeal the Luxury Tax, ask your representative and senator to support HR 951 and S 649, respectively. Both are known as the Boating Industry Jobs Preservation Act of 1991.

IDIOT'S GUIDE TO

Let's face it, if you own a marine engine long enough, it's going to overheat. It's almost as inevitable as death and taxes. Even if you maintain your engine by the book — servicing the impeller, thermostat and heat exchangers on time — chances are the vagaries of the marine cooling system will ultimately prevail. This isn't to say that maintaining your cooling system is a waste of time — quite the contrary is true. But it is important that you know how your cooling system works so you can troubleshoot any problems that arise.

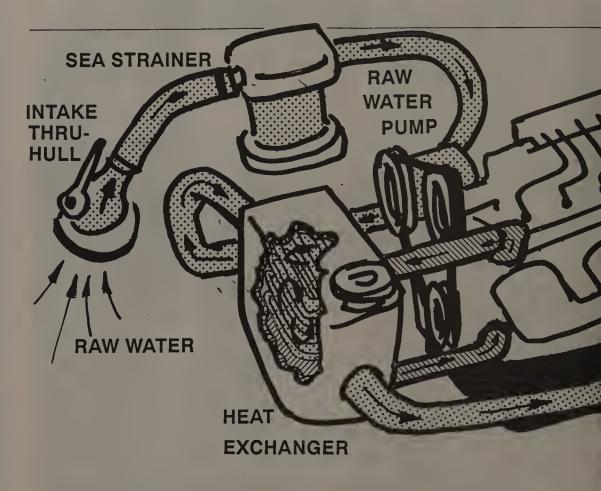
A typical cooling system consists of two independent components: the raw water (open circuit), and the fresh water (circulating or closed circuit). The raw water cools the fresh water circuit by means of a heat exchanger. Some smaller gas engines do not have heat exchangers, but are cooled directly by salt water.

The raw water circuit consists of six main components — all of which are potential sources of overheating: thru-hull, sea strainer, raw water pump, coolers and heat exchanger, plumbing and exhaust.

Water enters the engine system via a thruhull fitting which should be protected by a seacock. Often overlooked when troubleshooting engine overheating, it ranks number three as the most common source of problems. It is essential that the thru-hull opening be as large as the opening on the raw water pump and the raw water plumbing on the engine. All too often I find engine retrofits where the installer didn't think it was necessary to upgrade the thru-hull. This tends to result in premature impeller failure and overheating in marginal conditions. By marginal. I mean that if an engine would normally still run cool with one or two blades missing from the impeller, or with 10% of the heat exchanger tubes blocked, a restricted thru-hull could cause overheating.

Common causes of restrictions in the thru-hull are fouling obstructions that have crawled or been sucked up into the opening. I've found fish, crabs, mangrove seeds, banana peels, plastic bags and other items blocking the engine intake thru-hulls. Plastic bags are the most insidious as they often fall off after the engine has been shut down, leaving the boat owner uncertain as to the cause of overheating and hesitant to restart the engine.

The easiest way to check for a restriction is to shut off the seacock and either remove the sea strainer lid — if mounted below the waterline — or remove the hose from the seacock. Then momentarily open the seacock. If your heart jumps into your mouth from the amount of water gushing into your boat, forcing you to nearly break off the



rseacock handle in a rush to shut it, the thruhull is probably clear. If, however, the water comes in at a rate that doesn't inspire panic, it's probably restricted.

The quickest way I've found to clear a thru-hull is also the messiest: remove the hose, open the thru-hull, and jam the biggest screwdriver you have through the opening to remove the obstruction. Be prepared for a great deal of water to pour into your boat and a near equal amount of adrenalin to rush through your system. Remember to pull the screwdriver out before you attempt to shut the seacock.

A word of caution here. Anytime you ever work with thru-hulls when the boat is in the water, it's prudent to have an appropriate sized tapered wooden plug, preferably of soft wood, right next to you. If nothing else, the plug will give you a feeling of security. If for some reason you don't have a variety of wooden plugs on your boat, at least one for each thru hull, run right down to your friendly chandlery and get them. The plugs are not only good for use on thru-hulls, but also any time a cooling hose is removed from engine or generator to prevent the loss of coolant or seawater running into the boat. I know of more than one boat that sank because a seawater hose was removed and

propped up above the waterline — only to fall below the waterline when the boat was unattended.

The seawater strainer is another place you might find restrictions in your cooling system. I'm going to avoid the whole debate about the merits, or lack of merits, of having a sea strainer — or for that matter zincs or any sort of electrolytic bonding system — except to say that I do recommend sea strainers for the very fact that every engine and generator manufacturer recommends them. Such strainers should have inlet and outlet openings the same size or larger than the rest of the raw water plumbing. If the boat is bonded, the sea strainer should be attached to that bonding system.

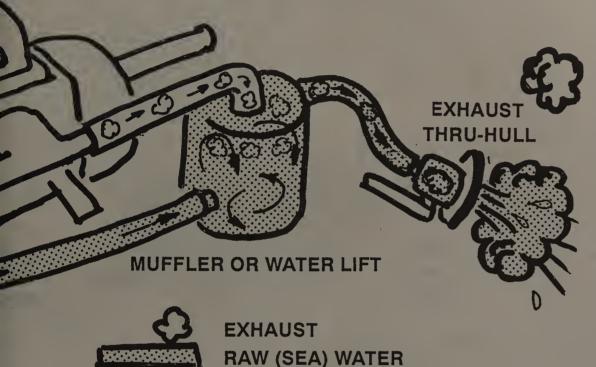
On our way to the raw water pump, I would like to stop to discuss raw water plumbing in general. This is appropriate because the raw water plumbing from the seacock to the pump is typically put in by the man who installs the engine. If the walls of the hose are not rigid enough, the hose will collapse and cause a restriction.

"The simple answer," you'll be tempted to say, "is to use wire-reinforced hose."

That simple answer may cause premature grief. Wire-reinforced hose tends to fail because of the wire. Water, especially

ENGINE OVERHEATING

TYPICAL ENGINE COOLING SYSTEM



saltwater, works its way between the hose laminates and begins to corrode the wire. As the wire corrodes, it causes the hose to swell, delaminate and leak.

Even worse than leaking, the delaminated hose may allow a flap of the hose's inner wall to collapse inward, blocking the flow on either the suction or discharge side. True, this is a danger with non-wire hose as well, but it's more common with wire-reinforced hose. So, as convenient as wire-reinforced hose is, it behooves you to use a good quality soft-walled hose whenever possible.

he marine raw water pump is the curse of the modern yacht owner. It may be God's way of saying, "Okay, you figured out how to easily move across the water, but just so you don't get too cocky, I'm giving you the neoprene impeller pump." It would take an entire issue of this magazine to list all the failures I've seen. The strangest was caused by a casting flaw in the pump body. It didn't leak water, but it did suck air which caused the pump to continually lose its prime. The best way to test a raw water pump is with pressure, but running it out of a bucket of water is a good field test.

Because of all the potential problems with

raw water pumps, every boat with an engine should have at least two spare impellers, four faceplate gaskets, one rebuild kit and a complete spare pump onboard at all times.

ENGINE COOLING (FRESH) WATER

The heat exchanger is precisely what the name implies: a device that uses raw (sea) water to remove the heat from the circulating (fresh) water system. It consists of a bundle of tubes made of heat-conducting material — usually copper or, preferably, cupronickel — located inside a tank of some kind. The tubes are sealed at the ends so raw water never touches the fresh water. Cold raw water flows through the tubes and the hot fresh water circulates around the bundle of tubes. In this manner the fresh water is cooled by the salt water.

The heat exchanger tubes average 1/4 to 5/16-inch in diameter. Being so narrow, these tubes are prone to clogging. The most common sources of clogging are broken impeller blades from the raw water pump (yeah, the raw water pump again), deteriorated anti-corrosive zincs, and trapped marine organisms.

Whenever you find blades missing from your impeller, it is essential that you recover them. When I find missing blades, I reconstruct the impeller from the bits and pieces I find to make sure I'm got them all. Usually

blade pieces are found in the end of the heat exchanger nearest the water pump, but be sure to check all the plumbing in between — and especially the discharge port of the pump. Impeller blades do not evaporate! Pieces you don't find remain in the engine plumbing and are potential causes of engine overheating.

Most heat exchangers have an anticorrosive zincs. Some of the newer engines with rubber caps on the end of the heat exchanger don't have zincs, the theory being that the copper bundle is electrolytically insulated from the aluminum or iron housing. Other manufacturers feel that their engine metals are so well matched electrolytically that zincs aren't necessary. For whatever reason, if your owner's manual doesn't show a zinc on the identification photographs, don't miss an opportunity to go sailing by looking for it.

If your engine or generator has zincs, it is essential that you check and replace them according to the manufacturer's recommendations. If you don't, the zincs will eventually deteriorate, and can break away from their plugs, blocking the heat exchanger tubes. Continued neglect allows electrolysis and deterioration of the bundle tubes or the heat exchanger housing, usually resulting in raw water contamination of the circulating water, or a hole in the heat exchanger.

Whenever somebody comes to me carrying a leaking heat exchanger that is bright pink (indicating electrolysis), the first thing I ask is, "When is the last time you checked your zincs?" If I get a bewildered look and a puzzled, "Zincs?", I usually don't have much sympathy. I do thank them a great deal, though, when they have to buy a new heat exchanger.

The most overlooked source of problems on any marine engine is the exhaust system. When you take relatively cool seawater and mix it with 700° exhaust gases, some pretty awesome things can occur. These can be aggravated by problems with the engine: excessive back pressure, excessive oil burning, raw fuel in the exhaust (diesels), unburned hydrocarbons from poor tune, lack of air, etc. And this doesn't even include ordinary corrosion. Any or all of these can create a restriction or outright blockage, which can result in premature impeller failure or overheating.

While the above doesn't list all the possible causes of engine overheating, it covers all the main ones. If nothing else, it gives you a guideline on what to do before calling the mechanic — and should reinforce the importance of proper engine maintenance.

- tom gerker







Plastic Classics since. The combination of Carol Doda presiding over the awards ceremony, along with a certain flair the club has for having a good time, made the '84 PC one of the most memorable, too, though only a handful of boats attended. This year, 53 boats took part in the racing, a dozen in the concours d'elegance, and a few hundred folks in the post-race barbeque and festivities

— which naturally included vintage '60s music. The PC has achieved such status that the Bahamas and Columbia Challengers now include it in their YRA season — and it's the only one-design race all year for the International Folkboats!

When Super joined Bay View Boat

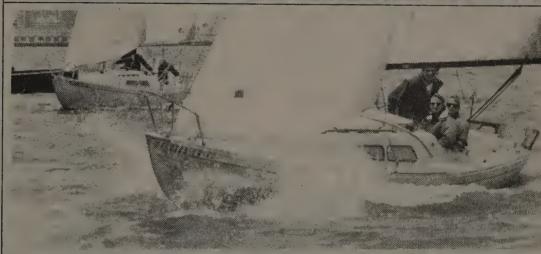
Club, their beer can racing consisted of sailing out to a mark off the club and back to the dock. No committee boat, no handicaps, no start or finish guns. It was a sort of Le Mans start and whoever got back first bought everybody a round at the bar.

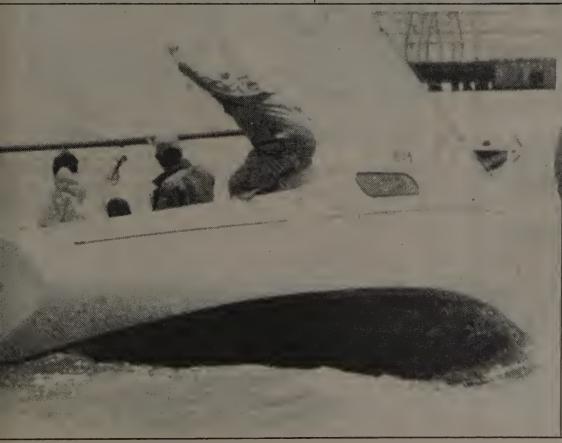
Though it's come a long way since then, BVBC racing still has a certain knack for the unpredictable. This time around, not one but













THE PLASTIC CLASSIC

two marks came up missing from the course - somebody forgot to tell somebody else to set them. Something of a Chinese fire drill ensued when this news was received at the clubhouse, since the locks on the gear locker (where the inflatable marks are stored) had recently been changed and all the officers who had the combination were out on the course!

Old classic sailors are used to making do. Everybody sailed down to a tanker anchored about where the mark should have been and rounded it until the committee boat roared down to play official mark. The combination to the gear locker was relayed in time for the second mark — right off the club's Pier 54 location — to be inflated and set just as the first boats were reaching it.

ertainly the most interesting mark in BVBC's Plastic Classic — and possibly in the history of organized sailboat racing - is mark 'T', which is also situated near the clubhouse. It's not often that words fail us, but when it comes to mark 'T'. . . . Help us out, John.

"The members up in Mission Creek have all kinds of floating things at their disposal,"

Plastic Classic

- and Concours d'Elegance

SPINNAKER (6 boats)

1) Neblina (Cal 28), N. Mosher/H. Carter; 2) Bolero (Triton), Ely Gilliam; 3) Abenteruer (Triton), Karl Peterson NON-SPINNAKER (16 boats)

1) Hawk (Alberg 30), Wren Collins; 2) Audaclous (Cal 20); 3) (tie) Upper Bound (Cal 20), Peter Fowler, and Pathfinder (Ariel), Ed Ekers.

ARIEL (3 boats)

1) Spirit Wind, Ernest Rideout, 2) Pathfinder, Ed Ekers

COLUMBIA CHALLENGER (5 boats)

1) Shay, William Myers; 2) Suzy Q, Jlm Van Blarigan; 3) Libertine, Wayne Nygren INTERNATIONAL FOLKBOAT (4 boats)

1) Skol, Michael Connor, 2) Elska, Lesta Nadel, 3) Magnificent Obsession, Joe McNulty **ISLANDER BAHAMA (6 boats)**

1) Constellation, J. Super/J. Lincoln; 2) Cahada, Dan Bjork, 3) Artesian, David Adams SANTANA 22 (6 boats)

1) Riff Raff, Eric Menzel; 2) Shazam, Bud Sandkulla; 3) The Greatest . . ,T. Collins/J. Brown

CONCOURS D'ELEGANCE

Most Stock Boat: Abenteuer (Triton), Karl Peterson Nicest Interior: Amara (Columbia 29, MKI), Lou Worthington Simplest to Singlehand: Audacious (Cal 20), George Blackman

Longest Owned: Run Free (Gladiator), Moorehead Family (bought new 1965!)
Overall Concours Winner: Amara

says Super. "So that's where the mark itself an old piece of dock — came from.

"Then we have a lot of members who are artists and theater people. The cows were part of a display at the 1985 San Francisco County Fair. I'm not exactly sure how they got from there to here, but they've been

installed on mark 'T' for the Plastic Classic every year.

"Then of course there's Joyce James and 'The Boat Whores of America'. They're out there every year, too, flashing every racer that rounds the mark. . . "

- latitude/jr







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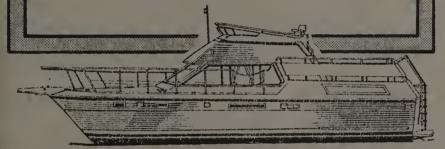
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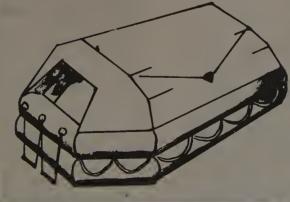
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MAX EBB —

Spare crew? Spare crew?" I asked as I walked quickly through the yacht club bar. The race started in 20 minutes. I had to leave the dock in five, and so far I had just three crew, only one of whom was experienced. The other two were a couple of beginners I found waiting on the guest dock, definitely entry level types. I had time for one more attempt to shanghai a few more warm bodies — otherwise it would have to be no spinnaker tonight.

Fortunately the bar was already fairly busy. Along with the usual rocking chair commodores and dock potatoes who had come to watch the start and eat the food, there were a few people who looked like they might be interested in sailing.

"Spare crew?" I asked again as I hove up to the bar behind a row of sailors who already had their foulies on and life jackets under their arms.

"Max, are you short again?" replied an all-too-familiar voice. "I mean, did word get out about what you did to those poor people who sailed with you last week?"

"They had a great time," I said in my defense. "But yes, I'm short again. Feel like doing some foredeck tonight?"

"Gee, sorry, Max. I'm already signed up to drive an ultralight."

Lee Helm would have been the perfect crew for tonight. She had been one of my regulars for a few years, and knew the boat inside out. She could have run the whole foredeck while I concentrated on the race.

"How about some of your friends?" I asked hopefully.

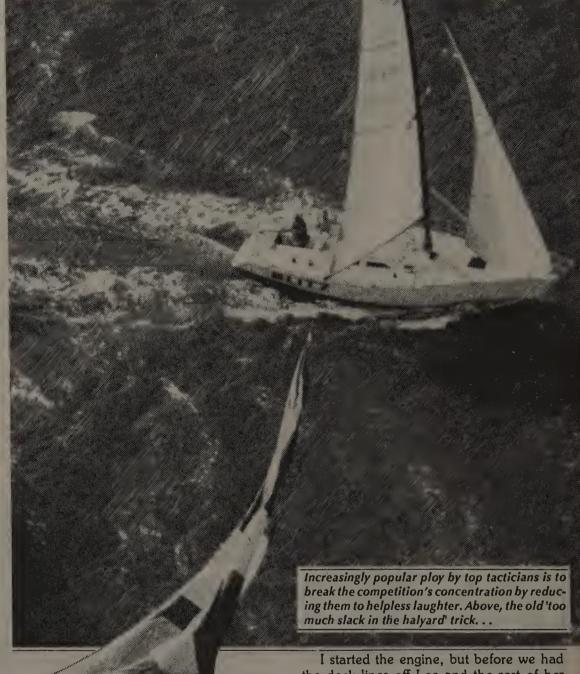
"Hmm . . . " she studied her crew, then gave a thoughtful glance out the window at the Bay. "We do have a little more weight than we'll need if it goes light, but so far the wind looks really solid . . ."

Just then another sailor, evidently a friend of Lee's, bellied up to the bar next to her. He was carrying what looked like a brand new set of expensive foulies.

"Good evening," he said. "Racing tonight?"

"For sure!" she responded.

"Need crew?"



end of the boat, we'll be in good shape. Let's go!"

I hurried back down to the boat along with my new foredeck hand, barely slowing down for introductions. But just as we got to

I started the engine, but before we had the dock lines off Lee and the rest of her crew passed my berth on their way to the boat they were sailing.

"Lee, is this foredeck guy any good?" I asked as discretely as possible.

"Let's just say he has potential."

"Has he ever done this before?"

"Not really. Not like, under any pressure, that is. I mean, I think he understands how the foredeck works, but there are like 50 serious mistakes that a foredeck crew can make, and you have to make them all before you can really be called experienced. Gotta keep moving, or we'll be late. Good luck out there!"

Lee ran off to catch up with her crew, and we let go our dock lines and motored out of the slip.

"You two can take off the sail cover and the winch hats," I instructed my novice crew above the engine noise.

"Who'd you find for foredeck?" asked my lone regular crew, who would be cockpit boss and tactician.

"Can you do foredeck?" I asked.

"No, but Max does."

"Can you do foredeck?" I asked.

"Of course," he replied. "No problem."

"Great, that makes five total. Be nice to have one more, but as long as there's one person who knows what's going on at each my boat, one of Lee's crew caught up with

"Lee says she can spare me after all," he grinned. "So if you've still got space . . ."

"Perfect!" I said. "That makes six. Jump on."

FOREDECK FOIBLES

"One of Lee's friends, I guess. Says he knows what he's doing."

"We'll find out fast enough."

it, by next year you'll be hot property as racing crew, and they'll be calling you."

"They don't tell us about this at the sailing

"Of course," he replied. "No problem."

The covers came off, the spinnaker sheets came out, and the main went up. But we were still a little behind schedule, so I left the engine running and powered straight upwind into the Bay chop to the starting area.

"Oh, by the way," I said to the new foredeck crew, "Make sure all three spinnakers are packed. They were just stuffed in the bags after the race last Friday."

He and the crew from Lee's boat disappeared below to do the job.

'Can't thank you enough for inviting us out on this race," said one of the novices.

'Me too," added her friend. "We've been thinking about taking some lessons at one of the yacht charter clubs. But they charge a lot of money for sailing in a race."

"Really?" said my regular crew. "You can get a ride just about every night of the week just by hanging out at the right yacht club."

"We figured that might be true, but we

don't belong to any yacht clubs."

"Don't let that slow you down!" he said. "Just knock on the door, say you're looking for a crew spot, and they're usually delighted to let you in to prowl the bar. Or if they're too snooty for that, hang out by the guest dock, or wherever all the other pickup crew usually assemble."

"And if you still don't feel entirely welcome," I suggested, "Show up a little earlier and say you want to help out the race committee. They'll treat you great, and you'll get to meet the people most involved with that club's racing program."

"That doesn't always work, Max," said my crew. "Some clubs run very tight RC boats, and don't like cargo. I tell my friends to say they're interested in joining the yacht club if they need to break the ice. Most clubs are very hungry for new members."

"I didn't realize that," said the novice. "In fact, I thought it was hard to get in."

"There's even a grain of truth in the 'I'm interested in joining' line," added the other novice. "I'll try that next time."

"No need to put on any pretenses after you've raced here once, though. I'm sure you'll feel welcome at the club next week, and for the rest of the season. If you keep at schools!" he said.

"Yeah, they want you to think it takes years of experience," said my crew. "It does, but that's beside the point."

All this time we had been motoring straight into the Bay chop, and had taken some pretty heavy pounding on a few of the bigger waves. So I was not too surprised when our new foredeck crew appeared in the companionway, half-packed chute and bag in hand. His face was extremely pale.

"I'm going to finish this on deck," he said quietly. "The other two were already packed."

He slowly stuffed the remaining sailcloth into the bag, while Lee's friend ran the tapes for him. Some color gradually returned to his

"A little dicey down below, eh?" I remarked.

"I'm fine now," he said as he threw the

cabin sole.

"Mistake number one," I thought to myself, although this little faux pas probably wasn't on Lee's list of screw-ups.

We were near the committee boat, so I shut down the engine and asked for the number three jib.

"Who has a count-down timer on their watch?" I asked.

"I can keep time with this," said the new foredeck crew, displaying a rather expensive-looking conventional watch. But the two novices had left their watches behind for safe keeping.

"Anyone who is seriously interested in crewing on big boats," I lectured as I displayed my cheap plastic digital waterproof watch with a countdown timer, "will have one of these."

"Twenty dollars wherever fine schlock is sold," added my crew, holding up his.

"So next week," I said only half joking, "Nobody sails on this boat unless they have

The crew nodded in agreement.

A few minutes later our jib was on its way up, but the halyard quickly became too heavy to hand-over-hand, so the novices got a quick winch lesson. Still, they seemed to be having an awful lot of trouble. The topping lift was still wrapped around the headfoil to suppress the foil flutter.

"Jib down!" I yelled. "Topping lift!"

My regular crew slacked the halyard, but the foredeck looked confused until we all pointed up. Finally he saw the problem and pulled down the sail. That's when we discovered he also had the spinnaker



... dousing on a different boat...

bag below, apparently not caring whether the bag landed with the heavy bronze snaphooks up or down on my varnished

halyard captured inside the active jib halyard. Mistakes two and three.

Finally the jib was up and we were sailing at full power. The cockpit crew was about to get their first lesson in jibsheet winching as we began our first tack of the evening.

But the spinnaker pole, normally stowed at the base of the mast and extending down the centerline of the foredeck to the bow, was for some strange reason over the lazy jib sheet instead of under it. As I turned back onto the old tack, the new foredeck crew ran

ALL PHOTOS LATITUDE 38

end of September. And each series has its own personality, sort of. Check out at least a few different clubs."

you certainly won't be able to 'think ahead of the boat' the way you need to in order to avoid problems."

"So which sailing schools do you recommend?"

"Find the one that uses the smallest boats in the strongest wind."

Just then we slammed into a particularly large wave, and a few gallons of water landed square on the heads of the two novices.

"Tell us more about these weekend races," they asked.

We had to tack first, being close to the layline, but when we were trimmed in on the new tack my crew gave them the basic summary of YRA racing, with special emphasis on crew and owner etiquette.

"You mean we shouldn't bring food, even our own lunch?"

"Practice varies, but on the serious race boats, the crew is treated very well when it comes to food and drink. Of course this Friday night stuff is different. In fact, one excellent way to practically guarantee a spot on a Friday night race is to show up with a

"Okay, what's wrong with this picture?"

forward and began to untie his bowline. Lee's extra crew beat him to the punch. Unhooking the pole, he passed the lazy sheet up to where it belonged, then rerigged the topping lift inside it.

"What do you think of our foredeck?" I whispered to my regular crew.

"Two left hands," he said. "And two left feet. Good thing Lee sent one of her guys over."

"Maybe he'll'relax a little once we start,"

We tacked as soon as we were able to, and got back to the committee boat just in time to catch our preparatory gun. I even remembered to note the course signals this

"Another assignment for next week," I said to the beginners. "Memorize the code flags for numerals one through five."

"But we already have to buy watches," they complained.

"Okay, that can be for the week after. But it will be on the mid-term!"

They were doing well with their winch lessons, especially considering we were in our final starting sequence and couldn't afford much extra patience.

Fortunately our start didn't require very much maneuvering. With the port end heavily favored, we ran the line on starboard and tacked across at the gun, a few lengths short of the favored end. Lee Helm managed a great start on port tack at the pin, another boat was right to leeward of her, and we were next. The majority of the fleet was either astern or to leeward at the wrong end of the line.

We tacked twice for clear air, and settled down for the long beat to the weather mark.

"This is wild," remarked one of the beginners. "I'm going to do this every week!"

'You can race after work almost every day if you really want to," said my regular crew. "Most of the clubs do this on Friday, but some have races on alternate Wednesdays, some on Tuesdays, and some on Thursdays. Most of them run through the

"With the commute-hour gridlock situation, I think our options are limited. But I'll be here every week, at a minimum. Who needs those expensive schools?"

"Actually, you'll still need a sailing school at some point in your career," I advised. "Racing every week will make you into a competent crew, and you'll have no trouble getting berths for the more serious weekend events. But you won't really learn how to sail by crewing. You still have to get some time at the helm."

"And to be a really good crew," added my regular, "you have to be at least competent

50 WAYS TO SCREW THE CHUTE

Few sailors will argue that spinnakers are the hardest of all sails to set and fly correctly. Perhaps taking a cue from Paul Simon's 50 Ways to Leave Your Lover, Lee Helm came up with the following 50 common ways — and a few not so common ones — that a foredeck crew can screw up when setting, carrying or dousing a kite.

Spinnaker and Turtle (bag)

- 1) spinnaker packed with twist
- 2) turtle not clipped to boat
- 3) name of boat and/or owner not on turtle so there's no chance it might be returned if #2 occurs
- 4) wrong sail in right bag
- 5) right sail in wrong bag
- 6) sleeping bag in spinnaker bag
- 7) spinnaker not banded correctly for con-
- 8) retrieval line dorked

Pole

- 9) set over jib sheets
- 10) jibed over jib sheets
- 11) set upside down (jaws facing down)
- 12) old jib sheet left over pole after jibe
- 13) not raised enough to dip pole under forestay during jibe
- 14) mast car not secured to track
- 15) pole hooked directly to tack grommet

- 16) pole not hooked to anything
- 17) pole not able to hook to anything because jaws are corroded shut
- 18) babystay left hooked up during libe

Halyard

- 19) not inside lib
- 20) not connected to sail
- 21) caught in jib tack hook
- 22) wrapped around mast/forestay/pulpit/
- 23) let go of, lost to masthead

Running Rigging

- 24) twings inside lifelines
- 25) knots in ends of spinny sheets
- 26) sheets crossed at hook-up
- 27) guy clipped in pole tip backwards
- 28) jib sheet clipped in pole tip
- 29) afterguy not through pole tip 30) sail ties over spinnaker sheet
- 31) lazy guy not attached to clew

as a racing skipper in your own right. Otherwise you'll never really be able to understand what the skipper's doing and why, and

bag of cookies or a box of muffins or maybe even a tray of sushi. That's why they call them 'beer can races'. The crew is expected

to supply the beer — or something — in exchange for a ride."

"You mean we should have brought something tonight?"

"Not really expected," I said, "but always appreciated. It's not always such a seller's market up there in the club. Often there are a few more who want to crew than we really need. Beer is a nice gesture, but it doesn't exactly impress anybody. But I'd never turn down a pick-up crew holding a tray of sushi, even if they were rank beginners and my boat was already loaded with experts."

"We'll keep that in mind."

f Lt was time to tack again, and immediately afterwards I got the foredeck started on spinnaker hook-ups. We had a nice lead on Lee Helm and her small ultralight. Not surprising, considering we rated a bit faster, and considering that upwind in these conditions was that boat's weak suit.

Even though I allowed plenty of time for the hook-ups, it wasn't quite enough. We

- 32) lazy sheet not attached to tack
- 33) lazy sheet not attached to anything
- 34) sheets/guys not led through turning
- 35) sheets/guys crossed underneath bag
- 36) topping lift over jib sheets
- 37) topping lift caught in pole end

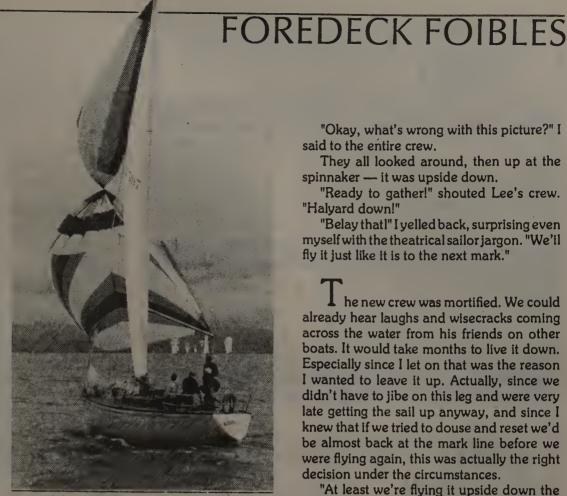
- 38) getting kite hung up on something during hoist and ripping it
- 39) allowing boat to run over chute during
- 40) inside-out spinny change with new chute on windward halyard
- 41) vice-versa #40
- 42) release main halyard instead of spinnaker halyard
- 43) set spinnaker upside down

Personal

- 44) drop sail overboard
- 45) fall through forward hatch
- 46) fall off boat
- 47) second-guess afterguard
- 48) tell afterguard "I told you so"
- 49) show up hung over
- 50) not show up at all

rounded with the pole still down, and one sheet still not attached to the chute.

"What's the problem up there?" I



... and the ever-popular hourglass.

screamed.

I could see our new foredeck crew was struggling to tie on that last string.

"Around the tree and back into the hole!" I yelled, but of course that only made him more nervous.

Meanwhile the more experienced crew borrowed from Lee's boat got the pole up. and when the bowline was finally done we were ready to hoist.

"Send it!" hollered my regular cockpit crew, and one of the novices tailed on the spinnaker halyard winch as the mastman jumped the halyard.

"Wait! Stop! We're through the pulpit!"

With the sail halfway up, we could see that the afterguy was strung inside the pulpit, making it impossible to square back the guy. Mistake number four. When the halvard was slacked to let the chute back down, the incompletely opened shackle opened up and shot to the top of the mast. Five and six, I thought as the crew gathered the spinnaker on the foredeck. This guy's going for a

"Should I run up and straighten them out?" asked my cockpit crew.

"No, let the new guy fix it. These races don't count for any kind of series, so we might as well give him a good foredeck

It took longer than it should have, but eventually he had the spinnaker ready to set again on the spare halyard. This time the set went smoothly. The halyard went right up, the guy came aft, the sheet got pulled in just at the right time. . . . But something was not quite right.

"Okay, what's wrong with this picture?" I said to the entire crew.

They all looked around, then up at the spinnaker — it was upside down.

"Ready to gather!" shouted Lee's crew. "Halyard down!"

"Belay that!" I yelled back, surprising even myself with the theatrical sailor jargon. "We'il fly it just like it is to the next mark."

he new crew was mortified. We could already hear laughs and wisecracks coming across the water from his friends on other boats. It would take months to live it down. Especially since I let on that was the reason I wanted to leave it up. Actually, since we didn't have to jibe on this leg and were very late getting the sail up anyway, and since I knew that if we tried to douse and reset we'd be almost back at the mark line before we were flying again, this was actually the right decision under the circumstances.

"At least we're flying it upside down the 'right' way," noted my crew.

"What do you mean?"

"The pole is at the head, rather than one of the clews. If the sheet had been on the spinnaker head instead of the afterguy, we'd never be able to get it to fly this well."

"I see what you mean," I said.

So we spent the rest of the leg telling stories about other upside-down spinnaker sets we'd seen, and enduring the catcalls from every other boat within hailing distance.

But the worst part was when Lee Helm and crew passed us halfway to the finish.

"It looks fast, but it won't measure!" she velled as she swerved in closer to make sure we could hear.

The rest of the race was comparatively uneventful, except for a brief Chinese fire drill when the new foredeck crew clipped a jib sheet instead of guy into the pole during a jibe. While that was being corrected, I noticed there were knots in the ends of the spinnaker sheets. . . .

Dack at the club, I was buying the obligatory round of drinks when Lee caught up with me.

"How'd he do?" she asked. "Everything on your boat okay?"

"We survived," I answered.

"Remember, Max, there are like, 50 mistakes you have to make before you can be considered experienced on the foredeck."

I did some quick mental calculations, ticking the new foredeck crew's myriad biunders off on my fingers.

"Well," I said, "at the rate he's going, he'll be an expert in just two more weeks!"

- max ebb



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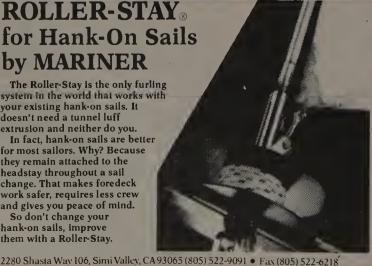
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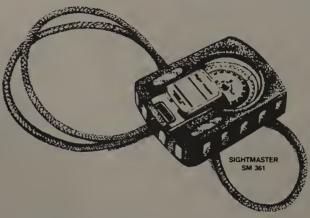
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WORLD OF

With reports this month on sailing Kialoa II to Hawaii; a less than happy account of enrolling a boat in a charter program; the real off-season (November and December) in the Caribbean; and, of course, charter notes.

City Slickers To Hawaii

"I certainly count it among the great experiences of my life, and I think the six other members of our charter group do too." So reports Bill Foss, organizer of a May 18 to May 30 San Francisco to Hilo, Hawaii semibareboat charter of the 73-foot Kialoa II.

The other charterers were Gary Sheppard, Tom Pjerandsen, Bob Poole, Bill Jerome, Terry McLoughlin and Wally Grotke. All the men are in their 40s and 50s, and with the exception of Poole, are from California. Each has sailing experience, including Poole who has a 43-footer on the Great Lakes, but none of them had done a long ocean passage.

"The reason for the charter was a longstanding desire to make a long ocean



'Kialoa' cruising across the Pacific under mizzen, mizzen staysail — and who knows what else?

passage with a bunch of compatible guys. And it worked out great. Although owner Frank Robben was aboard, we had an explicit understanding that he was only along to keep the various boat systems going and to give advice when requested. It was our group's responsibility to organize the crew, decide on the course, navigate, set sail, drive, establish watches —, and hire the cook." Ah yes, a cook. This was a sagacious group, for there's no luxury on the ocean quite like having somebody else take care of all the meals. In this case the cook's duties were expertly fulfilled by Brad Shore of Mill Valley.

"Kialoa turned out to be a terrific boat for the trip," says Foss. We practiced sailing the boat on the Bay for two or three days before we left, during which time it had been blowing 40 to 50 knots. It moderated a bit the day we left, but it was still blowing 30 to 35, and the resulting seas were large. But Kialoa, once owned by Jim Kilroy, actually handled the rough weather of the early days better than we did, clicking off 9s and 10s on a close reach. Meanwhile most of us charterers got a little seasick until we found our sea legs.

But the rough weather didn't last, as the wind moderated and worked aft for the traditional downwind slide to the Islands. "The last five or six days were really great, as we had steady trades and those long swells the Pacific is famous for. Although we weren't racing, we flew the chute quite a bit the last six days, including all through the night twice. But we'd usually take it down at night, because we wanted to be able to relax.

"Sailing with the spinnaker was fun, but thank goodness we didn't have any round ups or round downs. It was also nice to be able to take the chute down at night, and not have to white knuckle it."

Most of the groups had experience with boats 40 feet or less in length. How was it switching up to a big boat like the 73-foot *Kialoa*?

"Everything on the boat was certainly much bigger. It took 40 and 50-year old guys a little while to get used to changing such huge sails. Believe me, you don't call for a lot of changes on a boat that big without facing a mutiny. But we still made a lot of changes; one jib to another, chute up, chute down.

"All in all, it was just fantastic. The camaraderie was great, the sailing was



exhilarating, the meals were delicious and just being at sea for that long was a terrific experience for me. I loved being away from the office, traffic and the news. I don't know, I just find being at sea a very pleasant thing. It's relaxing and I love to hear the sound of the boat moving through the water. It's pleasant. It was fun to sail, to read, to eat, to play dominoes with the guys — I just enjoyed every bit of it. I think the group uniformly thought it was a wonderful experiment.

"I think a lot of the wives got a vicarious kick out of it, too. They enjoyed seeing how much fun we guys were getting out of it, and I'm sure they enjoyed the trip over to Hawaii to meet us."

But was it good enough to do again? "i'd love to do something similar in the future,"

CHARTERING



A big boat means room to 'get away'.



A couple of hands relax on a flat Pacific.



The six exhilarated charterers in Hilo.



said Foss, who owns a Wylie 34. Maybe to a new destination, but I'd do it in a drop of a hat."

— latitude 38 7/17/91

Readers — Kialoa charters can be booked through Ocean Voyages in Sausalito. The big yawl will be operating out of French Polynesia for the next six to 12 months.

Bad Charter Management

Responding to your request in the April issue for those who have owned a yacht in a yacht management program, I offer the following experience.

I bought a Pacific Seacraft 25 specifically to put into a chartering program in 1977. I had previously found that I didn't have enough time to properly take care of a boat,

although I do like sailing. The charter program seemed like a nice deal; the boat wouldn't sit unused (and a wasted investment), and I would be able to go sailing on a boat of my choice when time permitted. It didn't quite work out that way, and almost right from the beginning.

I went down to the boat the day after the first charter. Not only had the charterer barfed in the boat and not cleaned it up (they actually tried to hide it, but you can't hide the stench!), but the management company had not done their job to inspect/clean the boat after every charter. It got worse from there. The big failing was that the management company simply did not live up to their promises to do post-charter boat check-outs, and (without undue delay) make good the damage. The final straw for

me was when the charter fee split was Increased in management's favor — and the service actually declined. The 'last' charter found the boat involved in an unreported collision, towed and left open at the berth! All of which I discovered three days later! I took my boat out of the program while I still had a boat.

My first reaction is to say I would never do it again. And I probably would not, except in the case where I knew the management staff intimately. Regardless of a company's hype, you have to ask for a list of owners and talk to a lot of them and see if they are happy before you sign up. If things start to go downhill, pull out right away. Waiting for things to 'get better' only encourages them (to get worse).

Owners with boats in charter programs

WORLD OF

also have to be a little less attached to their boats, as dings and dents you never would have allowed have to be accepted. Finally, find out how well trained the maintenance people are and how long they've worked at that job. When only part-time help is used, that's exactly what kind of post-charter results you'll see.

— Capt. James Drahos Coos Bay, Oregon

Capt. James — If you've been carrying that around for 14 years, you sure must have been angry. But your points are well taken, and should be checked out even before the economics are considered.

Off-est Season Caribbean Charter

We've enjoyed reading your recent coverage of Caribbean charter costs and yacht problems. We chartered there in the off-season to take advantage of the very best rates. It was inexpensive and we had a great timel

The real off-season is October and November. We chartered a 27-foot Beneteau/Moorings sloop from Conch Charters at Fort Burt, Roadtown in the British Virgins. We got the boat for 12 days and nights for just \$1,300, not counting transportation to and from the boat. This price was about \$2,400 less than some quotes from other companies. Incidentally, we decided on 12 days because a week just Isn't long enough.

Our 27-foot Lucille was perfect for the two of us, but could not have slept four comfortably in that warm climate. But two of us, sleeping amidships, got adequate ventilation and slept well. A windscoop is a necessity; we sang the praises of ours.

Although she had one tired furling line cheekblock by the cockpit and a shower bilge pump that didn't work just right, we made do and Lucille was a good boat. In fact, she handled better than our 26-footer. It took us a little while to learn that the diesel ran too hot at 2500 rpm and just right at 2000 rpm, but that was no big deal.

We've never seen this recommended, but we took along our own basic tool-kit, some blocks and shackles, rigging tape and a sewing kit. This little bit of extra luggage paid off when we had to repair the starter rope on the dinghy outboard in Cane Garden Bay and later when we had to re-rig the windscoop lines.

Other stuff we'd recommend bringing is a



Flat water fun in the Virgins Islands. Sailing doesn't get much more pleasurable than this!

pair of binoculars with a built-in compass, broad-brimmed hats, extra flashlights, insect repellant, rigging knives and reef-walkers or cheap tennis shoes.

In October and November the anchorages weren't crowded at all. Most of the powerboats — which comprised about 20% of the fleet — ran their generators all the time, but they were muffled enough not to bother. The one place you don't want to anchor or moor close to is the Bitter End YC, as staff boats noisily come and go at all hours. Otherwise it's a great place. Elsewhere everything was tranquil, especially at Soper's Hole, Tortola, where there's a great assortment of classic wood boats and Pusser's heavenly rum-based concoctions.

The restaurants were mostly empty. Sydney's Peace & Love over at Jost, for instance, had just six guests for dinner. Restaurant quality ranged from excellent to best-ever, and the prices were about the same as the Bay Area. We especially loved the meals at the Paradise Pub, a Yankowned cafe patronized by locals and ex-pats at Burt Port, Roadtown. It's right on the

water with a dinghy dock in front.

Incidentally, we did not arrange for advance provisioning, as we thought it was rather expensive. We took a taxi to and from the Riteway Supermarket in Roadtown and did fine. The one thing you don't want to get at Roadtown is water. If you don't check it before filling your tanks, you're likely to get stuff that's salty and tastes wretched!

We had variable winds with a few spirited squalls out of the south at night. After the first gusts we'd have about two minutes to get the hatches secured before the heavy rain hit. We learned the hard way that the only way to get a peaceful sleep was to stay out of the anchorages that face the south — such as Roadtown and southern Jost van Dyke. This had not been the case on an earlier July charter.

While underway we could usually dodge the occasional daytime squall. If that failed, we'd just roll up the headsail, get wet and sail on. The squalls never lasted long.

CHARTERING



St. John beaches aren't bad either.



Because we were sailing in October and November, when Caribbean winds are often the lightest, the skipper brought a new sailor; his wife. Because of the absence of whiteknuckle conditions, it was a brilliant move.

Hurricane Klaus, which skirted the Virgins, found us with two hooks down in Trellis Bay. It has a good sand bottom and 220° protection from seas. Nearby islands break up the fetch of seas from the open direction. It was no problem. The best no-fade English language radio station for weather was the U.S.V.I.'s "Breeze" at 102.1 FM

British Virgin and U.S. Virgin customs and immigration were courteous each way during the perfunctory shoo-through.

— bob & marla edmiston boulder creek

Bob & Marla — We're glad you had a great time, and you're absolutely correct about September, October and November being "the most off-season".

We spent quite a bit of time in the Virgins between 1987-'89, overdosed on it, and ever

since have been south to Antigua and the Frenchie islands. Now, after a rum or two, we're surprised to find ourselves happily reminiscing about Foxy's, Cane Garden Bay, Soper's Hole, the caves at Norman Island, the anchorages on the north side of St. John, Spanishtown, the Baths, Virgin Gorda's North Sound, the Bitter End Yacht Club and all the rest. While Charlotte Amalie, Red Hook and Cruz Bay don't tug at our heart, we wouldn't mind paying another call at Road Town.

Of course, the greatest things about the Virgins are the consistent sun-drenched trades, and the flat waters of the Sir Francis Drake Channel, and the fact that the next island — and rum shop — is never more than 20 minutes away.

Charter Notes:

It's been a tough couple of years for the West Indies charter industry, what with Caribbean hurricanes, the recession, and the war in the Persian Gulf. While bookings haven't exploded, two months ago a couple of charter companies reported that bookings were finally up from the same period a year

And just recently there was some even better news. "The bareboat season, strangely enough, kicked in at the beginning of July," reports Tom Gerker, a supplier to bareboat companies in the U.S. Virgins. "Almost all bareboats were very busy, with the term charter boats less so. Compared to last year, business is really quite good. It's going to drop off in the fall, like always, but I'm cautiously optimistic about business returning to the levels of previous years."

The level of activity in the Virgins was confirmed by a Latitude staffer who'd flown down to attend a wedding. "It was packed! There were bareboats everywhere."

Like always, however, some companies and individual crewed yachts do better than others. Few boats could possibly be doing as well as Elizabeth Meyer's magnificently restored J Class yacht, the legendary Endeavor. According to Leslie Lindeman of J-Class Management, the immaculate 135-footer is helping out the U.S. trade imbalance by being booked almost to the hilt in the Med this summer. That's saying something, because she goes for \$12,000 U.S. a day or \$60,000 a week — not counting food, fuel, insurance and incidentals. Based out of Cannes, Antibes,

and San Remo for the season, we're told *Endeavor* has already been chartered on three separate occasions by the same individual. Let's see, that about \$200,000 for three weeks!

According to Lindeman, the highlight of Endeavor's Mediterranean summer will be La Niolargue, October's popular classic yacht race in St. Tropez. November 15 she'll head back across the Atlantic for yet another charter season in the Caribbean, and in the spring and summer of 1992 will be sailing New England waters with Shamrock V, another J Class yacht. If you're a little short this year, take heart, as Shamrock charters for just \$6,000/day or \$25,000 a week. For further information, on either yacht, call Leslie Lindeman at (401) 849-3060.

The really neat thing about Endeavor is that you don't even have to charter her to



'Endeavor's' mast is so tall it wouldn't fit in the photograph. Check, however, the size of the little main they use when the trades are up.

enjoy her. During the past two winters we've been around St. Barths a number of times when she's been there, and thus have had opportunities to observe her sail in a variety of conditions. We're not the most romantic sort around, but she looks glorious!



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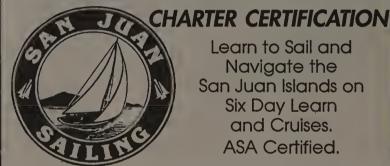
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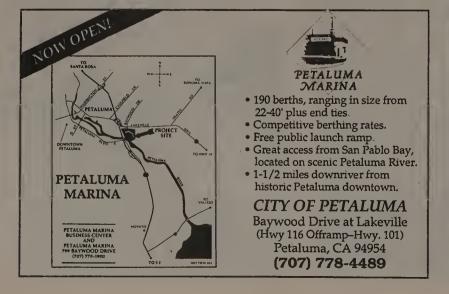
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THE RACING

With reports this month on the Simpson Regatta and U.S. Open; the HDA halftime scores; the breezy TransTahoe Race; the Hawaiian 'golf handicap' scoring system; a straight-forward Boreas Race; the scenic High Sierra Regatta; the PICYA Championships; the 'Hagar' Theme Song; a pleasant Silver Eagle Race; and a whole bunch of race notes.

Simpson/U.S. Open

Dennis Connor ran away with St. Francis YC's Albert T. Simpson Memorial Trophy Regatta on July 13-14. Sailing Menace X with a heavyweight crew — bowman Norm Reynolds and middleman Bill 'Shamu' Munster — DC won the Berkeley Circle regatta with blazing upwind speed and consistent tactics. Even Reynolds falling overboard in one race couldn't hold the Menace back. Connor's 1,3,2,2 record in the no-throwout regatta was never seriously threatened, especially as many of the top local sailors had their problems: Don Jesberg and Russ Silvestri retired from races due to hitting marks; Chris Perkins broke a tiller in

next month. "It was still an important regatta," explained Chris Perkins, "because it's the last chance to tune-up or experiment before the Worlds."

Running concurrently with the Simpson Regatta was the U.S. Open, a J/24 event which is one of their periodic 'wild card' opportunities (in addition to regional and national championships) to qualify for the J/24 Worlds next year in Annapolis. As a 'mini-hardcore' regatta, the Open involved lots of safety and gear requirements, measurement of boats and sails, careful crew weight checks and wet berthing at St. Francis YC on Saturday night (the heavy air, ebbtide beat home from the Circle was the



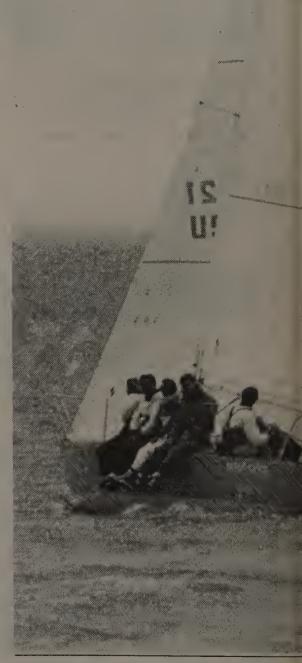
race two; and Craig Healy never showed up.

The regatta counted towards the local fleet's summer championship (with two regattas left, the winner could be any of four players: Madrigali, Jesberg, Healy or Silvestri), but had no bearing on the Worlds

A view few sailors ever see: Jeff Madrigali behind them. Here, Madro drives the E-22 'Satisfaction' in the Simpson Regatta.

lowlight of the weekend — most of the E-22s bailed out for Richmond YC).

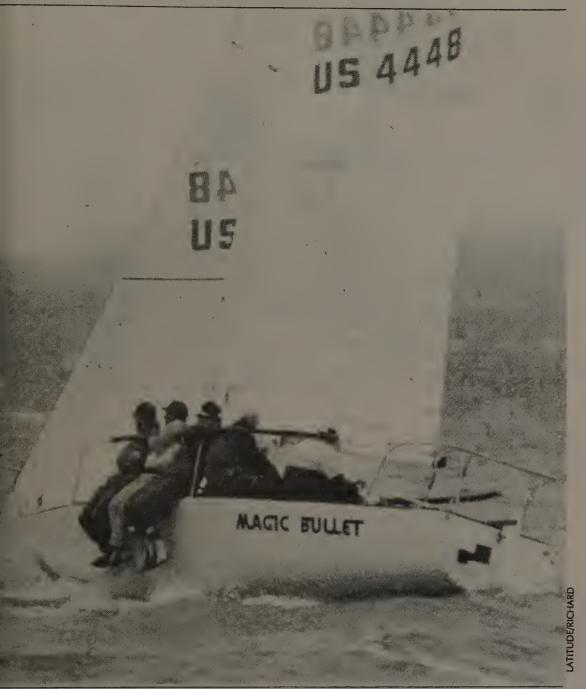
Out-of-towners, led by the always-strong



Seattle contingent, massacred our local heroes. Seattle sailors, led by Jack Christiansen, swept four of the five top spots; *Iceman*, a Santa Barbara boat, snuck into the number two position. Jimmy Wang's *Tie* was the highest scoring Bay Area boat, coming in seventh.

SIMPSON — 1) Menace X, Dennis Connor, 7.75 points; 2) Satisfaction, Jeff Madrigali, 15; 3) Six Hundred, Hank Easom, 17; 4) Jumper, John Ravizza, 27; 6) The Bear, Vito Bialla, 28; 5) Celebration, Ken Munro, 27; 7) Mr. Natural, Russ Silvestri/Bill Barton, 29.5; 8) Secret Weapon, Chris Perkins, 34; 9) Auspice, Fleet White, 48; 10) Sabik, John Sutak, 49. (21 boats)

U.S. OPEN — 1) Magic Bullet, Jack Christiansen, 13 points; 2) Iceman, Allen/McLean/Thorpe, 19; 3) Suspence, Carl Buchan, 20; 4) Jail Bait, Frederic Laffitte, 22; 5) Sockeye, Mark Laura, 26; 6)



Seattle sea gods Carl Buchan (#3421) and Jack Christiansen (#4448) show their winning J/24 form on the Berkeley Circle.

Chimera, Chris Snow, 29; 7) Tie, Jimmy Wang, 48; 8) J-Walker, Phil Perkins, 56; 9) Channel Z, Dane Kalsa, 59; 10) Electra, Rich Maisto, 61; 11) Just Jake, Mike Grandin, 61; 12) Grinder, Jeff Littfin, 61; 13) How Rude, Dave Hodges, 63; 14) White Knight, Peter Szasz, 63; 15) Redrum, Tom Dobroth. (33 boats)

HDA Halftime Scores

If you're wondering who the hot local PHRF boats are these days, look no farther than the following box scores. These are cumulative results of the first half of the Handicap Divisions Association (HDA) season, taking each boat's best 4 out of 5 races into account. A total of 60 boats have sailed in at least one HDA race this summer;

average number of starters in each class appear in parenthesis.

The HDA season resumes on August 3 with Encinal YC's second half opener.

DIV. H (0-114 PHRF) — 1) Contessa II, Centurion 42, Gordon Cox, 6.75 points; 2) My Rubber Ducky, Hobie 33, Lee Garami, 9.75; 3) Lykken, Beneteau 405, Steen Moller, 10.75. (average number of starters = 5.2 boats)

DIV. J (117-132) — 1) Wavetrain, Olson 911S, Rick Caskey, 3 points; 2) Harp, Catalina 38, Mike Mannix, 9.75; 3) Gammon, Tartan Ten, Randy Broman, 12. (average starters = 7.8)

DIV. K (135-159) — 1) Esprit Victorieux, Beneteau First 305, Joseph Melino, 7.75 points; 2) Sonata, Lapworth 39, Don Weaver, 8.75; 3) Movin' On, Jeanneau 32, Bob Neal, 9.75. (average starters = 8)

DIV. L (162-180) — 1) Crinan, C&C 30, Bill West, 7.5 points; 2) Kamala II, Ranger 29, Bill

Keith, 10.75; 3) Chesapeake, Merit 25, Jim Fair, 11.75. (average starters = 7.2)

DIV. M (183-up) — 1) Current Asset, Islander 30 Mk II, John Bowen, 5.50 points; 2) Dulcinea, Killerwhale, Mike Mathiasen/Bill Pritchard, 9.75; 3) Neblina, Cal 28, Neil Mosher, 13.75. (average starters = 9.6)

TransTahoe Race

Tahoe YC's 24th annual TransTahoe Race was a fast one this year, featuring winds in the 20-30 knot range. Forty-one boats from as far away as Ventura and Redding sailed in the 28.5 mile tour of Lake Tahoe on July 6. A local boat, Jim Gregory's J/29 Team Tahoe, was the overall winner.

"There was enough wind to blow out a few spinnakers and cause some death rolls," said race spokesman John Utter, who sailed his Tartan Ten True Luff in the race. "But the really dangerous part of the weekend was the Pussers' Painkiller Party the next day!"

ORANGE (0-97 PHRF) — 1) Team Tahoe, J/29, Jim Gregory; 2) Rock & Roll, Olson 29, Mike Clauss; 3) Elusive, Hobie 33, Mike Young. (7 boats)

PURPLE (98-149) — 1) Wanna B, B-25, John Hartmann; 2) Presto, Express 27, John Todd; 3) Meeta, Express 27, Dan King. (6 boats)

WHITE (150-173) — 1) Leta B, Catalina 30, Gerald Lucas; 2) Legs, Moore 24, Lester & Mary Robertson; 3) Rewind, Olson 25, Lee Pryor. (7 boats)

BLUE (174-210) — 1) Binky, J/22, Mark Vollmer; 2) Poco A Poco, J/22, George Koch; 3) Not to Worry, Ranger 26, Harvey Perman. (6 boats)

GREEN (211-up) — 1) Mac-A-Tac, McGregor 26, Ken Stuber; 2) Sierra Storm, Catalina 27, Bob Halfrey; 3) Molly, Capri 22, Paul Descalso. (8 boats)

GOLD (non-spinnaker) — 1) Mo Bettah, Catalina 22, Don Samuelson; 2) Charisma, Catalina 27, Mark Hlubucek; 3) Not Applicable, Catalina 27. (7 boats)

'Golfing' in God's Backyard

In Hawaii, veteran ocean racer Cy Gillette is called 'God'. We know that because we recently spent some time hanging around God's home base, aka Kaneohe YC, where we were lucky enough to be invited to crew *aboard Doug and Sherry Vann's Farr 44 Tiare in leg three of the Dillingham Regatta. The race, an incredibly scenic and mostly downwind 25-mile sprint from Kaneohe Bay to Honolulu, had divisions for IMS and PHRF. Tiare sailed in the four-boat PHRF-A fleet against the hot Ross 45 M-1, the restored Choate 42 Sea Ray Advantage (ex-Medicine Man, the boat that was 'totalled' at the TransPac finish line two years ago) and the aging Holland 43 High Roler.

THE RACING

The racing was casual, to say the least. We drank a lot of beer, told tasteless jokes and trailed two fishing lines once we got the kite up, though we never caught anything. But what struck us as really casual was the scoring system: M-1 had just installed a new taller rig and hadn't been re-rated for it. (Talk about 'musical rigs': their old mast is now planted in Gerontius; while 'Grunt's old two-spreader rig went into Winsome Gold; the Gold's spar is no doubt recycled somewhere, too). M-1's oversight would probably get you chucked out of most races on the mainland, but then they do things differently in Hawaii — like the 'golf handicaps' they employ on top of their PHRF ratings.

It works like this: boats get an additional handicap depending on how they've fared in recent races. For instance, on Tiare that day our handicap was a plump 90 seconds a mile - 60 for the boat's base rating and 30 more because the Vanns have apparently suffered a trophy drought in the last several months. "If you can still see M-1 at the finish, then we've won," said Doug confidently, a statement that proved to be true. "It's a pretty stupid system, but maybe that's what it takes to get people to the starting line."

Is the 'golf' system too arbitrary and subjective? Would it work for club races in the Bay Area? Should rockstars carry personalized ratings onto boats they sail on (e.g., -12 seconds a mile penalty for sailmakers; -6 seconds a mile penalty for riggers; +12 seconds a mile incentive for taking yachting journalists, etc.)? Or is PHRF screwed up enough just the way it is? Like they say on Monday Night Football, you make the call.

Boreas Race

The 40th annual Boreas Race, co-hosted by Elkhorn and Oakland yacht clubs and sponsored by PG&E, was "fairly straightforward" this year according to race chairman Don Young. "There wasn't much wind at the start or finish, but plenty off of Davenport and Pigeon Point," explained Young. "It was a pretty typical Boreas Race, made nicer by a full moon."

The race started off St. Francis YC at the improbably early hour of 8:15 a.m. on Saturday, June 29. There wasn't a breath of air, but at least an ebb tide pushed the 28boat fleet towards the ocean. "We could start the race later — say noon or one — and have better breeze," said Young. "But we don't really want this to turn into an overnight race." As it was, the first boat in -John Fraser's SC 50 Roller Coaster — didn't cross the radar beam finish line off Moss Landing until 9:30 that evening. The majority of the fleet came in nearer midnight, and



the party in Elkhorn YC continued until dawn.

The big winner for the second year in a row was Gene Ryley's yellow Express 27 Flying Circus, which corrected out 20 minutes ahead of Roller Coaster. Other winners included Vic and Mary Anne Martin's chartered Santana 35 Dance Away, which won the prize for top Elkhorn YC boat on corrected time, and Dave Mahoney's Catalina 30 Irish Lady, which won Division B and first-to-finish among the Oakland YC entries. Ten boats, mostly from Division B, failed to finish the 83-mile race before the 26.5 hour time limit expired.

DIV. A — 1) Flying Circus, Express 27, Gene Ryley; 2) Roller Coaster, SC 50, John Fraser; 3) Excalibur, SC 27, Jack Allen; 4) Absolute 80, Wylie 33, Alan Laflin; 5) Shockwave, Santana 35,





Hangover cure, Hawalian style.



Gerry Stratton.

DIV. B — 1) Irish Lady, Catalina 30, Dennis Mahoney; 2) Nighthawk, Hawkfarm, John Siegel. (all others DNF)

High Sierra Regatta

Last month, the Lake Circuit action shifted to beautiful Huntington Lake, where Fresno YC held their 38th annual High Sierra Regatta on July 13-14 and 20-21.

More than 300 entries from all over the West Coast invaded this high altitude (7,200 feet) pristine paradise for a shot at one of the famous redwood burl trophies. Many of the sailors raced both weekends, spending the intervening weekdays camping by the lake.

The regatta doubled as the North Americans for the Coronado 15 class and the Pacific Coast Championships for the Moore 24s and 505s.

FIRST WEEKEND (JULY 13-14):

CATALINA 22 — 1) Frank Stari, Redondo Beach; 2) Tom Page, Folsom; 3) Vern Dettman, Fresno. JUNIORS — 1) Bill Joyce, Fresno; 2) Nathan Martin, Los Osos.

SANTANA 20 — 1) Keith Tootle, Visalia. LASER II - 1) Michelle Logan, Albany; 2) Mike

Wright, Winters; 3) Pat Whitmarsh, Carmel.

LASER — 1) Ed Bass, Novato; 2) Simon Bell,
Citrus Heights; 3) Richard Straub, San Ramon.

LIDO 14-A — 1) Craig Leweck, San Diego; 2) Stu Robertson, Huntington Beach; 3) Gib Marshall, Long

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Beach.

LIDO 14-B — 1) Roger Tilton, San Diego; 2) Paul Williams, Orange; 3) Gary Schaffell, Marina del Rey. DAY SAILER — 1) Chuck Wilson, Palo Alto; 2) Vince Lydanne, Palo Alto; 3) Tom Haines, Palo Alto.

SAN JUAN 21 (spinny) — 1) Jerry Hansen, Fresno; 2) Ruth Barcus, Fresno; 3) Arnie Aalto, Fresno.

SAN JUAN 21 (non-spinny) — 1) Jim Fixel, Fresno; 2) Al Bartlett, Fresno.

CORONADO 15-A (NORTH AMERICANS)— 1) Ole Eickhorn, Simi Valley; 2) Jim Holder, Westlake Village; 3) Bert Lowies, Chino Hills.

CORONADO 15-B — 1) Kevin Thomas, Simi Valley; 2) Willis Droplin, Oroville; 3) Jamie Nichols, Oiai.

OPEN MHRA — 1) Rudi Leal, Hanford; 2) Frank Breckenridge, Goleta; 3) Bob Engellenner, Fresno.

SECOND WEEKEND (JULY 20-21):

PHRF I (189 and below) — 1) Tim Cordrey, Hotfoot, MPYC; 2) Bob Farmer, Olson 25, Fresno YC; 3) Pat Bradley, Santana 525, Fresno YC.

PHRF II (190 and above) — 1) Dave Mosher, Venture 21, MPYC; 2) Dave McAlister, Merit 25, Fresno YC; 3) Dave McEwen, Capri 22, Fresno YC. MOORE 24 (PCCs) — 1) George Wheeler, Santa

Cruz YC; 2) Dini Brett, Santa Cruz YC.

J/24 — Ralph Wessell, Fresno YC. THISTLE — 1) Mike Gillum, Lake Washington SC; 2) Davis Hansen, Fremont SC; 3) Dave Keran, Fresno YC.

VICTORY 21 — 1) Chuck Philips, Fresno YC; 2) Phil Graves, Fresno YC.

CORONADO 25 — 1) Lewis Waggoner, Fresno YC; 2) Clark Penfield, Fresno YC.

505 (PCCs) — 1) Bruce Edwards, Santa Cruz YC; 2) Paul Tara, Ben Lomond; 3) Jeff Miller, Richmond

GEARY 18 — 1) Ted Knudson, Santa Barabara SC; 2) Tom Jermin, Morro Bay.

14.2 — 1) Robert Dubois, Marina del Rey; 2) Jeff Baker, Mission Bay YC; 3) Scott Tobin, Marina del Rey.

JUNIORS — 1) Brando Bradley, Sabot, StFYC; 2) Todd Friesen, Sunfish, Fresno YC; 3) Karrisa Mosher, Sabot, Fresno YC.

SANTANA 22 — 1) Walter Smith, Fresno YC; 2) Blair Olson, Fresno YC; 3) Ron Meyer, MPYC.

PICYA Championships

Three of the four annual Pacific Inter-Club Yacht Association championships were held off the Cityfront on July 20-21. The fourth, the Chispa Regatta, barely occurred on July 7 at Richmond YC. At stake were the Big and Little Lipton Cups, as well as the Larry Knight Trophy. The racing was interesting this year, if not particularly well attended: blood was spilled (Saint Francis YC member Bruce Hayes' head was split open by Petard's boom in the opener, causing that boat to withdrew from the race), red flags were tossed (Encinal YC's Chris Corlett accused St. Francis and San Francisco yacht clubs of "team racing" tactics against him in the Larry Knight class) and, in the end, there were some upsets in the winner's circle.



Limelight, a J/30 sailed by Tiburon YC's Harry Blake, was the biggest surprise. Blake and crew (Tim Parsons, Lon Woodrum, Bill Hoehler, Janet Moyer, William Weber, Hank Baron and Dick Selmeir) put together a 1,4,1 record to just nip Corlett's Surefire for the series. Sporting the highest PHRF rating (141) in the predominantly ebb-tide series, Limelight won despite getting held back at the two reverse handicap starts (only the first race Saturday was a 'normal' start for this group) by Jeff Madrigali's Expeditious. Whether or not it's legal for boats that start less than 10 minutes later in a reversehandicap start to sail into the starting area and squat on the earlier starters — which is exactly what the ever-aggressive Madro did — will be decided in the protest room on August 5.

Another 'small' boat, Richmond YC's Sweet Okole, won the Big Lipton Cup over pre-race favorite Bondi Tram, which is currently steamrolling the IMRDA competition (10 firsts, two fourths). Okole owner Dean Treadway, driver Russ Williams and crew Wayne Kipp, John Pauling, Bruce Bradfute, Russ Johnson, Cliff Wilson and

Big Lipton Cup action: 'Corsair', 'Bondi Tram' and 'Current Affair'.

Jonathan Livingston had scores of 1.38, 2, 1 to win the moderate air series (the observed wind strengths used were 10,12 and 14 knots). The odd '1.38' finish was the result of an improbable tie in the first race with Current Affair.

Meanwhile, to no one's surprise, St. Francis cleaned up the Little Lipton Cup in J/24s. Etchells sailor and former J/24 champ Chris Perkins drove Don Oliver's Casual Contact to three bullets — including a 1-second nail-biter in race two over San Francisco YC's J-Walker. Sailing with Perkins were Oliver, J/boat specialist Matt Ciesicki, brother Jon Perkins and Laura Nazzal.

BIG LIPTON (IMS) — 1) Sweet Okole, Farr 36, Russ Williams, Richmond YC, 4.13 points; 2) Bondi Tram, Frers 41, Scott Easom, StFYC, 5.75; 3) Current Affair, j/35, Howie Marion, Encinal YC, 8.38; 4) Esprit, J/35, Don Jesberg, San Francisco YC, 11; 5) Corsair, Serendipity 43, Craig Brown,



Sausalito YC, 15. (5 boats)

LITTLE LIPTON (J/24) — 1) Casual Contact, Chris Perkins, StFYC, 2.25 points; 2) J-Walker, Bart Hackworth, San Francisco YC, 7; 3) How Rude, Dave Hodges, Richmond YC, 9; 4) Knots, John Notman, Stockton SC, 11; 5) Delos, Ted Gallup, Sausalito YC, 15; 6) Sunset Straight, Bob Neal, Benicia YC, 18. (6 boats)

LARRY KNIGHT (PHRF) — 1) Limelight, J/30, Harry Blake, Tiburon YC, 5.5 points; 2) Surefire, Frers 36, Chris Corlett, Encinal YC, 5.75; 3) Expeditious, Express 34, Jeff Madrigali, San Francisco YC, 10; 4) Petard, Farr 36, Ted Wilson/Norman Davant, StFYC, 11; 5) Bandido, Farr 36, Steve Smith, Richmond YC, 14; 6) Dorcas Hardy, Hunter 35.5, Dick Hein, Sausalito YC, 17. (6 boats)

CHISPA (Laser) — 1) Al Sargent, StFYC, 3.5 points; 2) Matt McQueen, RYC, 4.75; 3) Hiedi Scoble, CYC, 10. (5 boats)

Musical Musings

Windward Passage used to blast the theme song from Shaft on their deck speakers before the start; Ted Turner favored the Rocky theme song; the Blade Runner crew invariably cranked up the first Robert Cray album when leaving the dock; and over

the years, how many boats have used Ride of the Valkeries or Victory at Sea to inspire their crews and/or instill fear in others? Then there's Evolution's theme song, a little ditty called Sit on My Face and Tell Me That You Love Me — but that's another story.

But how many boats actually write their own fight song and bellow it at the top of their lungs on the way to the starting line? At least one: Ken Morrison's Hawkfarm Hagar, which races out of Waikiki YC in Honolulu. Modestly titled the Hagar Theme Song, it's sung to the tune of Harry Belafonte's "Banana Boat Song" (which we now associate with the movie Beetlejuice) and invariably accompanied by much beer drinking.

We recently heard Morrison, an otherwise respectable guy (he runs the Kenwood Cup every other year), and his party animal crew perform the Hagar song live. This was a slow month for racing news, so we thought we'd run the 'lyrics' in their entirety. How about it — any other boat songs out there that we should know about?

(chorus)

Hey! me say Hagar, daylight come and we're still at da bar!

Hey! me say Hagar, next day come and we can't find our car!

(verse)

One drink, two drink, three drink, four! Hagar crew, pass out on da fioor! Race is a comin' soon, hell of a note! Hagar crew, dey can't find da boat! (repeat chorus)

Race starts, head smarts, here we go! Hagar crew is a movin' slow! First mark, gybe set, wrap da chute! Hour glass, eh mon, what a beaut! (repeat chorus)

Downwind, tunin' in, pop a beer!
Eyes open now, it's easy from here!
Last mark comin', hey we pickin' up speed!
Hagar movin' into da lead!
(repeat chorus)

Horn sounds, race ends, won da fight! Hagar's crew will be roarin' tonight! You can't keep down what must go up! Next stop for Hagar, America's Cup!

Silver Eagle Race

"It was, without a doubt, the most civilized Silver Eagle any of us could remember," stated Alert crewmember Jim Bateman, a veteran of most of the preceding 16 editions of this 75-mile Bay tour. "The wind and currents were perfect, we ate like kings, and they even had a fireworks for us off Pier 39 as we approached the finish. Hey, all we expected was a gun! Seriously, we

could have come in DFL and still have enjoyed this one."

Far from coming in last, Mike Lingsch's liveaboard Wylie 36 Alert won this year's Island YC-hosted Silver Eagle overall by a comfortable 13 minutes. In the process, Lingsch and his 'galloping gourmets' (Bateman, Jackson Adam, Jeff Gething, Linda Maxwell, Rann Phibbs, Tim Russell and Tim Stapleton) beat all of the Division II boats in front of them boat-for-boat. "This was my thirteenth Silver Eagle," said Lingsch. "It was great to finally win it overall!"

"We never parked, even when it got light in the South Bay," explained Bateman. "Whenever it got light, we'd make a sail change and then start eating again. We had fresh strawberries and champagne in the South Bay; marinated shrimp and chardonnay at the Brothers; and a salmon fettucine dish with toasted garlic bread on the way back from Vallejo!"

Meanwhile, aboard Peter Hogg's trimaran Aotea there was barely time to eat. Hogg and his crew (Shama Kota, Kame and Sally Richards, Jim Antrim and John Liebenberg) ripped around the course in 6 hours, 50 minutes and 15 seconds, obliterating the old course record — set by the Cross 46 Defiance a year ago — by an improbable 4



The back end of 'Hagar'. Any bets as to what 'TFFTI' stands for?

hours and 5 minutes. They finished at 5:10 in the afternoon after averaging 11 knots around the course. The run from the

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Brothers to the turning mark at Vallejo was the best part of the "easy" race: with the asymmetrical kite up, Aotea never went below 20 knots.

Hogg modestly downplayed the accomplishment: "Sooner or later, given the right conditions, boats like Aotea will break all the records on the Bay." Aotea rates a whopping -90 under the PHRF rule but still would have won the race overall had multihulls been scored.

Coming in second overall in the smallish 38-boat monohull fleet was Curtis King's home-made yellow Thunderbird Toots. According to Bill Pritchard of third place Dulcinea — who was sailing in his fifteenth Silver Eagle — Toots took the lead by sailing on the city-side of Treasure Island on the way out of the South Bay. Coming in third in Division IV behind Toots and Dulcinea was the Schumacher 26 Summertime Dream, sailing in her debut under new owner Roger Peter of San Francisco.

"Everyone was really happy with this year's Silver Eagle," claimed race chairman Ray Osborn. "Many of the boats responded to our finishing hail of 'Congratulations, have a good sail home' with 'Thanks, committee, we'll see you next year." Osborn, who along with wife Marcine will continue to run the Eagle, is looking forward to a bigger fleet next year: "Next year, we'll provide a trophy for any one design class that fields five or more boats," said Ray.

DIV. I (0-96) — 1) Acey Deucy, SC 50, Richard Leute; 2) Brown Sugar, Peterson 38, Chris Doubek;

Lingsch; 2) Fast Lucy, Nonsuch 30, Chris Boome; 3) Warhawk, Hawkfarm, Bill Patience; 4) 20/20, Cal 29, Phil Gardner; 5) El Gavilan, Hawkfarm, Nick & Chris Nash. (12 boats)

DIV. IV (181-up) — 1) Toots, Thunderbird, Curtis King; 2) Dulcinea, Killerwhale, Mike Mathiasen/Bill Pritchard; 3) Summertime Dream, Schumacher 26, Roger Peter/Kevin Bagg. (6 boats)

MULTIHULL — 1) Aotea, Antrim 40 tri, Peter Hogg; 2) Wingit, F-27, Ray Wells; 3) Three Play, F-27, Rob Watson. (4 boats)

OVERALL — 1) Alert; 2) Toots; 3) Dulcinea; 4) Fast Lucy; 5) Acey Deucy; 6) Warhawk; 7) Summertime Dream; 8) Freyja; 9) Brown Sugar; 10) Break Away. (38 boats)

Race Notes

Sailing jones: the seven-race 505 Regatta hosted by St. Francis YC on June 29-30 attracted 10 of these 'punishment ponies'. It wasn't the best attended 505 gathering this year, but the participants' choices of boat names for the weekend was particularly inspired. Jeff Miller and crew Bruce Heckman won despite their suspiciously named SS Matt Jones, scoring 12.75 points. Also scoring 12.75 points, but losing on the tie breaker, was the Jim Wondolleck/Jay Kuncl team on Regular Guys. Finishing third was Read My Lips (Bill Jager/Robert Park; 16 points); fourth went to Overextended (Bruce Edwards/Meade Hopkins; 16.75). Between races on Saturday, a memorial service was held under the Golden Gate Bridge to remember fellow 505 sailor Mark Starratt, who sadly passed away last month.



The winner of the event, held on the Hudson River off The Big Apple at the end of June, was San Diego's **Peter Isler**. Going into the finals sporting an 8-1 record (losing only to Soling sailor Kevin Mahaney, and beating his wife J.J. among others), Isler and crew (including Hartwell Jordan) dispatched England's Chris Law 2-1 before putting Pace away 2-0.



3) Spindrift V, Express 37, Larry & Lynn Wright; 4) Hotlicks, Hobie 33, John Walker; 5) Danville Express, Express 37, Andy Hall. (15 boats)

DIV. II (97-140) — 1) Break Away, J/30, Dale & Janice Mead; 2) Excalibur, Santana 35, Byron Mayo; 3) Harp, Catalina 38, Mike Mannix. (5 boats) DIV. III (141-180) — 1) Alert, Wylie 36, Mike

'Alert', after recovering from her PMS (premature start), went on to trounce the Silver Eagle fleet. Is there a faster 'houseboat' on the Bay?

Just off the pace: French America's Cup sailor Bertrand Pace was the bridesmaid at the **Liberty Cup** for the third year in a row.

Meanwhile, as we go to press, more match racing is occurring at Kiel, Germany. Though only ranked a 'grade II' event, the BMW Baltic Match Race has attracted a star-studded fleet — no doubt because the winner will receive a BMW automobile



The 'Lingsch Mob' sipping champagne during their 'civilized' Silver Eagle Race. Pardon us, do you have any Grey Poupon?

around \$30,000 as well as \$16,800 cash. Not bad for a few hours of work! Heading the list of skippers is Russell Coutts and Peter Gilmour, who rank three and four respectively on the pro match racing circuit. **Dennis Conner** is among the prospective BMW owners, as are Marc Pajot, Pelle Petterson and others. Chris Dickson pulled out a week before, presumably under pressure from his faltering Japanese America's Cup syndicate.

Good vibrations: U.S. Admiral's Cup team member Vibes, owned by David Clarke of New Jersey, won the One Ton Worlds sailed in Nieuwpoort, Belgium between July 2-9. With Jim Brady steering and Geoff Stagg calling the shots, the new Farr 40 put together a steady 2,1,2,6,3,1,7 series to best a fleet of 19 boats from 11 countries. Finishing second in the extremely competitive series was Brava, a Farr 40 owned by Pasquale Landolfi of Italy. This was the first time an American boat has won the Worlds in years — the last time, in 1979, was when Pendragon won at the old rating band. Vibes' victory was slightly marred by an incident in race five: they were erroneously called over early, but were granted redress (the average of their inshore finishes) when the evidence didn't support the pin-end

committee boat's findings.

Too much fun: next month promises to be one of the busiest and most exciting ever for Bay Area sailors. First, on Labor Day Weekend, StFYC will host the Audi/Sailing World NOOD Regatta for 8 one design classes. Alternatives to the NOOD include the Jazz Cup (downwind to Benicia) and the Windjammers Race (downwind to Santa Cruz). The following weekend, Sept. 7-8, the action shifts to Monterey: the Plaza Cup, this year subtitled 'The Bill Lee Regatta', will feature four divisions of Santa Cruz boats (70s, 50s, 40s, and 27s). You can bet the Wizard will be there in his bathrobe and pointed hat! Then, on Sept. 12-15, there's the Big Boat Series, which will basically be a rerun of last year's successful 'comeback' format. The invited classes are ULDB 70s, SC 50s and/or Fabulous 50s, J/35s, Express 37s, and two or three classes of IMS, including a FIMS ("Fake IMS") class for old IOR juggernauts that don't technically qualify for this new and supposedly improved handicap rule. Finally, to top it off, from Sept. 25-29, StFYC will host the first Rolex Swan Regatta ever held on the Bay. About 30 elegant Swan yachts in two racing classes and one cruising class are expected. See you in September!

Touch of gray: only 27 dinghies showed up for Lake Merritt SC's annual Mayors Cup Independence Day Regatta on July 7, a far cry from the 125 or so boats that

used to attend. Ron Locke bested a fleet of 17 El Toros, simultaneously winning the Mayor's pickle dish. Chris Gasparich finished second; Jim Warfield was third. Del Locke captured the 5-boat Holder 12 fleet, while the rest of the classes didn't field enough entries to matter. Race official Duncan Carter attributed the decline of local dinghy sailing to "too many guys getting into windsurfing". Carter explained, "The Toro fleet continues to be healthy, but look at how old we're all getting! Just about everyone at the Mayor's Cup was over 40..."

The following weekend, July 13-14, the 'gray panthers' went at it again in the Island YC hosted El Toro Western Regionals. The 7-race, 2-throwout event attracted 26 boats. The results: 1) Tom Rankin, 5 points; 2) Al Kentsler, 9.5; 3) Jim Cozine, 18.75; 4) Ron Locke, 19; 5) Jack Rankin, 20.

Totally outrageous: Santa Cruz YC and West Marine Products hosted the first "Good of Yachting Race" on July 21. The 10-mile race benefitted local junior sailors and filled the void left by the sudden departure of the United Way Regatta. Rick Linkmeyer's Olson 40 Outrageous won Division A and overall in the 32-boat fleet. Other winners were: Div. B—Kabala, Olson 30, Jay Bennett; Div. C—Tonopah Low, Moore 24, Jeff Weiss; Div. FUN—US-99, Santana 22, Bob Barksdale.

Flatwater fun: the "24 Foot Regatta" hosted by Diablo Sailing Club and Encinal YC on June 29-30 attracted a dozen J/24s, but only a few Wylie Wabbits and just one lonely Moore 24. Seven of the 8 races were held on the Estuary, while the eighth race was an inner tube relay race in the EYC pool. All races counted. The J/24s stacked up as follows: 1) Marginal at Best, Peter Young, 14.75 points; 2) White Knight, Peter Szasz, 19; 3) Phantom, John Gulliford, 35.75; 4) Casual Contact, Don Oliver, 39; 5) J-Walker, Perkins/Nazzal, 46. "It was a great weekend, even if the other fleets didn't join us," claimed race-chairman-for-life John Gulliford. "We had perfect weather, a great barbecue and lots of raffle prizes."

Countdown to Barcelona: Southern California teams swept the 1991 U.S. Tornado Nationals in late June. Twenty-one boats from around the country descended on Alamitos Bay YC (Long Beach) for the event, which was won by 1988 Olympic Tornado representative Pete Melvin with crew Chris Steinfeld. They narrowly beat the number-one ranked team in the country, the husband-wife duo of Pease and Jay Glaser. Finishing a distant third was newcomer Craig Leweck, sailing with Kenyon Martin. Randy Smyth, the 1984 Olympic silver medalist, didn't sail in this regatta, but is expected to start gearing up

THE RACING SHEET

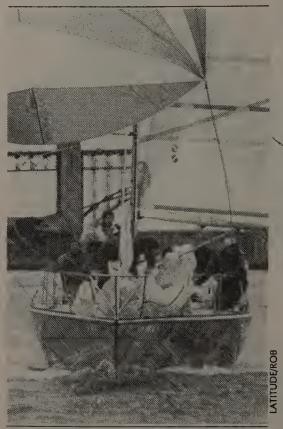
his campaign soon. However, most observers expect either the Melvin/Steinfeld team which also won the Pre-Trials in Long Beach last April — or the Glasers to earn the 1992 Olympic berth.

Class act: 16 Passport yachts in two divisions sailed in the Annual Passport Regatta on July 13. The windy 10.5-mile non-spinnaker race was hosted by the Passport Owners Association with support from Passage Yachts, and was followed by a dinner/dance in Brickyard Cove. "This is the racing highlight of the year for us," explained Jere Patterson. "We have a strong owner's association and get together once a month, but usually in a cruising capacity." Winning the six-boat 'Huntington Design Class' was Lisa Marie (P-51, Mark Barger), followed by El Tiburon (P-42, Jere Patterson) and Also II (P-42, Jim Bandy). The 10-boat 'Perry Design Class' was captured by Linda Rae (P-40, Dick Fish). Tuck-A-Roo (P-40, Doug Finley) was second; Drambuoy (P-40, Rick Cooley) was third. For more information on Passport yachts or the activities of their Owners Association, contact Patterson at (408) 371-9400.

Forrest fire: hot Laser sailor Forrest Fennell captured 5th place out of 71 boats in the Laser division of the 1991 Nautica/USYRU Championships. Fennell's peers also awarded him the sportsmanship award in the Laser division, an honor which automatically landed the Cal Maritime freshman a spot on the prestigious National Rolex Junior Sailing Team. Congratulations, Forrest! Other Bay Area participants in the Youths included Laser sailors Bryan Myers (who finished 18th), Matt McQueen (28), Rebecca Harris (31st; 2nd woman under 18), Jessie Goff (45) and Tara Fitzgerald (70). Stanford's Jeremy McIntyre finished 9th in Laser IIs, while Mike LeRoy was 13th in Mistral Windsurfers.

Wabbit habit: 11 boats sailed in the Wylie Wabbit Nationals at South Lake Tahoe on July 5-7. Wabbit builder and class guru Kim Desenberg, sailing with Caroline Groen and San Diego's Aaron Sturm, easily won the breezy 6-race, 1 throwout series with scores of four firsts and a fifth. "Our new mainsail helped," explained Groen. "I think it's the only loose-footed Wabbit main in the world." Complete results follow (points were unavailable): 1) Mr. McGregor, Kim Desenberg; 2) Thumper, Colin Moore; 3) Ricochet, Gene Harris; 4) WPOD, Melinda Groen; 5) Phwog, Bruce Wright; 6) Wind Blown Hare, Steve Bates; 7) Bad Bunny, Steve McCoy; 8) Crewsader, Glenn Gibb; 9) Tulawemia, Mark Harpainter; 10) Contingent, Jerry Keefe; 11) Hare Ball, Jim Malloy.

From Kiwi beer to smokin' Js: Whitbread champ Peter Blake (Steinlager II) and



'Sweet Okole', 15 years old and going strong, en route to victory in the Big Lipton Cup.

J/Boats recently teamed up to design, build and 'coach' a bunch of production J/60s for the 1993-94 Whitbread Race. Now that the 60-footer class rules have been finalized, Tillotson-Pearson in Bristol, R.I., will begin work on the prototype J/60 next month. The boats will cost about \$950,000, but as part of the price tag you get full factory backing through the race. Syndicates who sign up for a J/60 will take part in a 12 month training program led by Blake, and be supported by a factory team on each leg of the race (container workshops, spare rigs, etc.) Sounds like a good deal to us — if anyone's got a few spare million bucks and wants to sponsor'a Latitude 38 J/60 entry next time, contact us immediately.

European tour: occasional Sausalito resident Dave Scully is currently sailing in the brutal Solitaire du Figaro Relais & Chateaux, a solo race better known as Le Figaro. Scully, age 32, is only the second American in 22 years to sail in this fourlegged 1,625 mile endurance test. Forty-six macho entrants, virtually all from France, were scheduled to sail identical 30-ft Beneteau Figaro Solos across the starting line off Cherbourg, Normandy, on July 20. The course takes the fleet to Kinsale, Ireland; then to Concameau, Brittany; then Gijon, Spain; and finally, the finish in Lorient, Brittany, on or about August 10. Each leg is approximately four days long; sleep will be a scarce commodity. Scully, who personally financed his \$90,000 budget for Le Figaro, is in training for next year's Vendee Globe non-stop round-the-world race.

Fast women: San Francisco YC's Susle Madrigali, along with crew Stephanie Wondolleck and Anna Peachy, will represent Area G at the U.S. Women's Sailing Championship (aka the Adams Cup) when the Corinthian YC hosts that event on Sept. 24-28. Susie earned the berth by narrowly winning a 3-race elimination series on July 20 over Richmond YC's Melinda Erkelens, who sailed with Liz Baylis and Jennifer Fisher. Third place went to Corinthian YC's Marsha Mahoney-Peck with crew Katie Meyer and Tina Russell. All three teams trained for nearly a year for this event and the racing, held in Solings, was quite close. Meanwhile, Mark Adams of Richmond YC earned the right to attend the U.S. Men's Sailing Championship (the Mallory Cup) in Cleveland in mid-Septemeber. Adams won by default, i.e., no one else bothered to enter — geez, Cleveland in the fall... what's second prize?

Racing for a good cause: San Francisco and Corinthian vacht club's hosted the Full Circle/Northern California Youth Sailing Association Regatta on July 13-14. The annual symposium/regatta benefits the Full Circle organization, a San Rafael-based group dedicated to helping troubled children. Forty-four junior sailors showed up to learn and compete in Lasers and El Toros. Winners of Sunday's racing, which featured light air and radical windshifts, were: Laser A 1) Mike Spencer; 2) Rocky Hearn; 3) Krysia Pohl; Laser B — 1) Annalise Moore: 2) Charles Hunter; El Toro Intermediate — 1) Matt McQueen; 2) Will Paxton; El Toro Youth — 1) Sean Fabre; 2) Skip McCormack; El Toro Beginner — 1) Jesse Fiero; 2) Justin Van Den Berg. The sportsmanship award went to Will Benedict. The next NCYSA event will be at Coyote Point YC on October 19-20; call Patrick Andreasen at his new phone number (457-9374) for details.

Mickey Mouse Club: After six of nine regattas, Roy Disney's SC 70 Pyewacket is running away with the 1991 ULDB 70 Championship Series. The new improved "Magic Cat" (the old one, a N/M 68 now named Starship I, was declawed and neutered by comparison) now has 102.5 points; far behind the Pyewacket are Silver Bullet (83.25), Evolution (71), Blondie (61.5) and Taxi Dancer (53.25). However, Blondie may miss the next regatta — the Summer Sled Regattta at Cabrillo Beach YC on August 24-25 — due to dismasting 100 miles out of Hawaii on the delivery home from the TransPac, and Taxi Dancer is off the circuit indefinitely as owner Mitch Rouse tends to business. It's pretty obvious — to us at least — who's going to win the sled championship this year.

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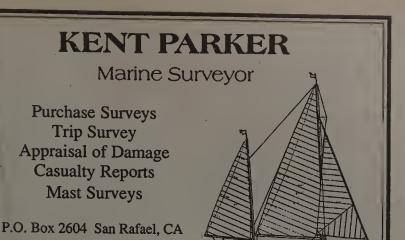
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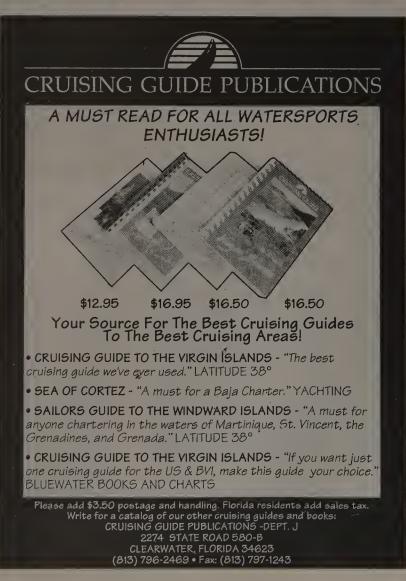
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With reports this month on Avrio in Hawaii; Loke Lani on a tragedy in the Marquesas; Cynosure about to head to Palmyra; Esprit in the Sea of Cortez; Pelagic Vagrant on wintering in Nice, France; Wanderin' Star 'gulfing' to Florida; a photo feature on Hawaii; Windwalker in Honolulu about to head to San Francisco; and lots of Cruise Notes.

Avrio — Aloha 32 Sandy, Solange & Family Mexico & Hawaii (Vancouver, B.C.)

"I love the cruising life," admitted former French television researcher Solange McElroy, while varnishing a teak grating at the Ala Wai transient dock in Honolulu. "The other life back home is the 'false' one."

Solange and her 48-year old husband Sandy have spent the last year cruising California, Mexico and Hawaii aboard their 32-foot sloop with anywhere between one and three other members of their family. Unfortunately, all that remains of their adventure is the sometimes unpleasant slog back to Vancouver, British Columbia.

"It's been a rich year for all of us," Solange explains. "While space is awfully tight for five on a 32-footer, we've all learned a lot about ourselves and each other. And it was a really important trip for the family, as it was the last realistic chance for all of us to cruise together."

The last chance indeed. The oldest of the three children, 19-year old Wren, liked Maui so much that she left the boat in Lahaina to

'Avrio's' young Isabelle enjoyed all of cruising — including waterskiing behind dinghies.

start her own life. Seventeen-year old Isabelle has been aboard almost the entire time, while 14-year old Jean-Francois returned to Canada for five months in the middle of the cruise. "I'd rather have stayed with the boat," he confessed, "but it was too crowded and I wasn't able to keep up with my schooling," he said.

The McElroy's enjoyed Cabo, but found La Paz too cold for comfort in the winter. Mainland Mexico was great, with Chalapa, Yelapa, and all of Tenacatita Bay being fondly remembered.

"We really enjoyed ourselves in those places because the people, both locals and cruisers, were so genuine and because nature is so much in evidence," said Solange. "It's also foreign, which makes it a lot more fun."

While the McElroy's have also appreciated much of Hawaii, especially the Big Island, they found that it was a very different experience than cruising Mexico. "You're alone in Hawaii," explains Solange, "and there's nowhere near as much socializing and group fun. There are far fewer cruisers in Hawaii, and those that are there tend to rent cars and disappear on their own." Hawaii's lack of attractive harbors and anchorages makes it difficult for cruisers to congregate.

Nonetheless, it was in Hawaii that the McElroy's experienced the highlight of their trip: repeatedly swimming with dolphins.

"It was magical!" exclaims Isabelle, who swam with them on three days out of four for up to an hour at a time. "By actually swimming with the dolphins you become part of the group rather than just watching them. They completely surround you and they're only a foot or so away. You can just reach out and touch them. There were some babies with them, and they were completely crazy, jumping all around and playing. The other neat thing is you can distinctly hear the dolphins sing. It was really, really neat."

It's not the same group of dolphins all the time, either. Isabelle says spinner dolphins usually showed up in the morning while a larger species of dolphin made appearances in the afternoon.

Apparently swimming with dolphins at this location is something of a secret, as many of the local Hawaiians know nothing about it. On the other hand, a woman from Holland had saved all her vacation time and



money to spend two months swimming with them. "It's been the dream of my life," she told the McElroys. We at Latitude don't feel it's appropriate to divulge the location where this has been happening, other than to say that if you hit all the popular stops in the Islands — and there aren't many of them — you can't miss it.

Socially and otherwise, the high school years are very important to kids, so we wondered if 17-year old Isabelle, who has one year of high school remaining, had any regrets. "I don't feel I missed out on anything," she replied. "I met so many other kids my age, and so many other neat and unique people, that it was a really great experience. Do I feel as though I missed out on some really great high school parties? Not really."

Indicative of her attitude, Isabelle, who

IN LATITUDES



Wren, Solange and Isabelle; the three lovely Canadian ladies who've been cruising aboard the British Columbia-based 'Avrio'.

like the other Avrio women, is quite attractive, hopes to eventually go cruising some day with boyfriend Jordan on their own boat.

Isabelle continued her schooling during the trip with correspondence material provided by the British Columbia school system. "It's fine," she says, "except that I can't ask questions. The other problem is that there are always a million distractions."

While both Solange and Isabelle would gladly continue this cruise if finances and other circumstances allowed, they were both adamant that a family of five needs at least a 42 to 45-foot boat to be comfortable. A fat budget wouldn't hurt either.

— latitude 7/7/91

Loke Lani — N/A
Jim & Janice Gustin
The Marquesas
(Shingle Springs)

As our two months in these dramatic islands come to a close, we would like to share our experiences with your readers.

Reaching land after our first long ocean crossing was thrilling. We chose Nuku Hiva as our landfall, and within two weeks, two of our friends, Summerwind and Vagabundita, made landfall there, too.

We had intended to buddy-boat with Kelly and Tommie on Vagabundita, but due to the death of Kelly's mother, they couldn't leave until a week after us. We still shared the passage with each other by way of Ham radio. We've really enjoyed our opportunity to communicate with the Ham.

Kelly and his wife Tommie arrived on the

morning of May 3. After visiting us on our boat and eating some lunch, they went ashore. Kelly began to complain of not feeling well, and was taken to a local clinic. While being examined, he suffered a massive heart attack. Jim and I, as well as our friends on Summerwind, took turns sitting with him and Tommie during the night. Frank Corser, a former American cruiser who now runs the Keikahanui Inn at Nuku Hiva, came to help with the translation. Tragically, Kelly passed away at 1:10 a.m.

His death was devastating to us all; he was such a happy, thoughtful and caring person. If you were happy, Kelly was exuberant for you. If you were sad, he was sympathetic and supportive. He was a wonderful husband to Tommie, always thoughtful to her needs.

Marquesan law requires that bodies be buried within 24 hours. Since it was impossible to transport Kelly's body out of the Marquesas in that period of time, Tommie had little choice but to bury him in the islands. Even so, much had to be done in a very short time. A casket had to be made, a plot picked out and dug, cars arranged to get the casket and us to the church and cemetery, as well as arrangements for the priest and flower for the casket. We started out at 0800 and by 1100 had a beautiful funeral arranged for that afternoon at 3 p.m.

Not enough can be said for Frank and Rose Corser during this time. They drove us all over town to make funeral arrangements and even closed their restaurant on Saturday night for the wake. And the Marquesan people were wonderful, as they dropped everything to help. The flowers, leis and plants provided were unbelievably beautiful for just a few hour's notice. The Marquesan singing was, as we had expected, great. Nonetheless, some of the local funeral customs were hard for Tommie. The hardest was having to watch the men hand shovel the dirt back into the hole after the casket had been lowered into the grave. After this was done, the women adorned the grave with flowers.

We stayed with Tommie for the next week until her son could arrive to be with her. While this was an experience we obviously hope no other cruisers have to go through, it resulted in our having the chance to become acquainted with the Marquesan culture and people in a profound way. We're richer for it, as they helped leave a beautiful memory of what otherwise was a tragic event.

CHANGES

Kelly did not get to experience his dream of sharing these islands with Tommie, but he'll always be in paradise. May our friend Kelly rest in peace.

— jim & janice 6/20/91

Jim & Janice — Our condolences to Tommie.

By the way, we're not surprised that Frank Corser was such a big help. He and Rose originally sailed to the Marquesas in 1972, where Rose completed her studies in Marquesan art. They returned again in 1975 and 1979 before taking up residence and running the Keikahanui Inn at Nuku Hiva.

The Corsers are authors of Tahiti, a Traveler's Guide, which is now in its fourth edition. The wonderfully informative 156-page book is actually a guide to all of French Polynesia.

different. They cruised Mexico for a year aboard Ron's home-built Windjammer 30 in 1978 when he was 31 and she was 22. Now they've got a comfortable three-cabin yacht, two youngsters, and two 23-year old Monterey girls as crew.

"I'm not anxious about the trip at all," said Tina just a couple of hours before casting off from the Hawaii YG for Palmyra, "I'm excited." There were several reasons for her confidence, the major one being the belief that the kids will be all right.

"Ron and a couple of guys sailed the boat over in April," explained Tina, "but this was all part of the plan. We wanted to make the often rough passages between the islands with the kids to make sure we all got acclimatized ocean sailing — and it's gone very well."

"Eight-year old Brian has gotten seasick a



Cynosure — Tayana 42 Ron & Tina Gorrell & Family Hawaii, Heading To Australia (Monterey)

This is the second cruise for the Gorrells, and the circumstances couldn't be much

Tina, Lindsay and Brian Gorrell of 'Cynosure' backed by crewpersons / babysitters, Michelle and Kerri.

few times, but he's just great on the boat. In fact, he's on the water as much as possible. While in Maui we met an Australian boat



with a 12-year old and a 14-year old who surfed. Brian's a natural, getting up the first time he tried, so we bought him his own board.

"Four-year old Lindsay hasn't gotten seasick, and we've set up an all-weather bunk for her in the aft-cabin with us.

She's required to wear a life-jacket at all times — this started during the 10 months we lived aboard in Monterey — and it hasn't been a problem. Brian must wear a lifejacket when walking around deck." Naturally the boat has been equipped with netting for the kids.

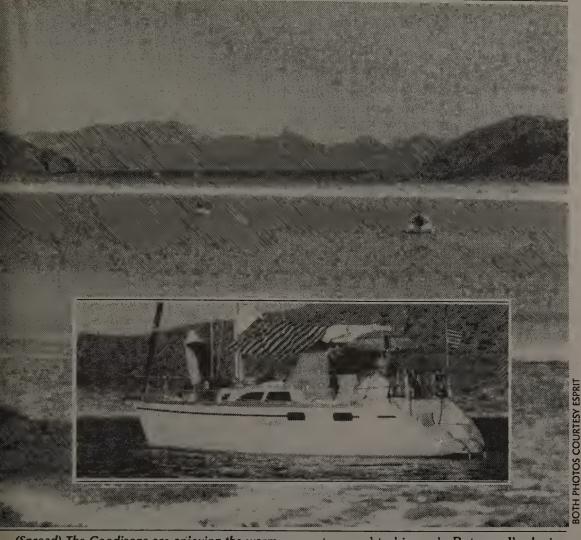
The Gorrells always knew they'd go cruising a second time, but were surprised that it happened sooner than they thought. The two big factors were finding the right boat quickly and Brian's increasing involvement in sports.

Ron and Tina anticipated that it would take them a year to find "their" boat, but after a month of looking they fell in love with a Tayana 42 in Sausalito. "I knew it was the boat right away," says Tina. "I love the tricabin layout and the fact that there's no varnishing to be done on the exterior."

The situation with Brian and sports was such that with each passing year he was getting more involved. So it was either go right away or wait for many years.

The Gorrells are figuring on a two-year adventure, financed by Ron's selling his house cleaning business. Their ace-in-the-hole is Tina being a court reporter; she's

IN LATITUDES



(Spread) The Goodisons are enjoying the warm and dry life in the Sea of Cortez. (Inset) Their Hunter 35.5 'Esprit'.

well-paid and can get a job almost anywhere at any time.

There's an interesting story behind the two crewmembers, Michelle Teal and Kerri Selsor. Michelle was Lindsay's pre-school teacher, and the Gorrells asked if she wanted to join them for the cruise. Michelle, who had cruised to Hawaii when she was nine, declined, but said that her friend Kerri would like to go. But once Kerri signed on, Michelle had a change of heart. Ultimately the Gorrells decided to take them both. A 40-year old male and three attractive women in their 20's and 30's? There'll be grumbling among the singlehanders in the South Pacific.

"Having Michelle and Kerri along is going to give Ron and me a chance to have some time on our own," reports Tina. That alone will give the Gorrells a better chance of success than most couples cruising. Michelle and Kerri will also help with Brian's Calvert School education.

"Brian's far ahead of his class, so we ended the current school year with him writing letters and keeping a journal. But I've learned my lesson about sticking to a schedule," advises Tina, "because in the beginning Brian and I did a lot of bargaining about when he was going to do his schoolwork. The problem is that there are always so many distractions, so he'd never

get around to his work. But now I'm laying down the law. School is from 7 until noon every day, weekends included, except during passages. If he studies on a passage, he'll get a day off when we're anchored." It will be interesting to see how Tina's system works out.

Cynosure is equipped with GPS, radar, an SSB and other goodies — a far cry from their old boat. And Tina likes it that way. "The SSB is great because it allows you to stay in contact. Ron called three times while crossing to Hawaii, and it was wonderful because then I knew everything was going fine, and didn't have to worry."

— latitude 7/7/91

Esprit — Hunter Legend 35.5 Jim & Joan Goodison Santa Rosalia (Brickyard Cove, Richmond)

We're writing from Santa Rosalia, Baja, a town that looks like a scene from the Old West. It's actually an old mining town established by the French, but it's got narrow streets and sidewalks and wood buildings.

We left San Francisco on October 10 and headed south. Since that time we've been as far south as Puerto Vallarta and have logged more than 3,000 miles and stayed at 40 different anchorages. Our favorites include Bahia Santa Maria, San Blas, Isla Isabella and Agua Verde.

During this time we've met lots of different cruisers from Canada, Washington,

Oregon, and a large number from California, especially Northern California. Even several from Brickvard Cove.

On several occasions we've had quite a bit of wind and rough seas, but our boat has always been very stable and comfortable. Unlike some of the other boats, we never did take any water in the cockpit. I think the bulb wing keel made some difference.

Down here where the water is warm (83°), the swim platform is a big plus. We use it for showers, for diving and for climbing out of the water.

We're very happy with our boat and our cruise.

- jim & joan 6/26/91

Readers — Like a lot of cruisers, the Goodisons are in their early 60s.

Pelagic Vagrant - Rival 35 Dick McCurdy Nice, France (Ross)

Former Wall Street stockbroker Dick McCurdy originally planned to cruise the west coast and Pacific. He was lured to England in the mid-'80s by the strong dollar, however, and hasn't looked back.

It was at the London Boat Show that he



Ross' Dick McCurdy found that a Nice winter was about as nice as they get. Seville and Venice weren't bad, either.

took a shine to the Rival 35, a boat first recommended to him by Sausalito's Peter Sutter. New to cruising, McCurdy liked the

CHANGES

Rival because the boat was built to the highest Lloyds standard. "As a beginner to ocean cruising, it was comforting to me to know that a Lloyd's inspector would periodically check on the boat's construction to make sure that everything was built properly."

When we visited McCurdy in June, he was side-tied in Nice, France, where he'd enjoyed the off season. "A winter in Nice," says McCurdy, "is a solid 10!" It hasn't always been that way; in previous years there had been no water or electricity. Those services are now in, but somehow the port authority hasn't gotten around to setting appropriate fees. As such, berthing over the winter was just \$3/night! Pelagic Vagrant has spent five winters in Europe now, but never so economically.

McCurdy claims that weird weather patterns have followed him everywhere, and Nice has been no exception. Europe had an unusually cold winter, including a late frost that had winegrowers hitting the bottle. And the February snowstorm that closed the Nice airport was a rarity. Nonetheless, even in June temperatures were 15° below the seasonal average. So much for global warming.

Actually, Nice is known for a salubrious climate. "There's a micro climate here that's more mild in the winter and less windy in the summer than areas just to the east or west," says McCurdy. "Marseille," for example, "is subject to cold northerlies in winter and strong meltemis in the summer. Nice doesn't get either. Right now there's a full gale blowing between here and Corsica, but as you can see, it's dead calm here." European-bound cruisers take note.

McCurdy's European winter weather hasn't always been bad, just extreme. "I lucked out the winter before in Venice where it was very mild; usually it gets quite cold. Venice, incidentally, is another 10 — in fact I'm just finishing an article for Latitude on wintering there.

Interestingly enough, in some respects McCurdy prefers the off-season in Europe. It means he's tied up in one place, and therefore has the opportunity to get close to the locals, be they in Seville, Venice or Nice, and to a certain extent become part of the community. "You can't do that in the summer when you're on the move and there are so many tourists."

McCurdy dismisses the notion that cruising Europe — and he's been from



The South of France, another 'Vagrant' favorite.



Iceland to France — has to be expensive. "If you do your own boat work, it's relatively inexpensive. The \$3/night here in Nice is an unusual bargain, but Venice at \$15 a night wasn't bad. And I've had six friends who have spent the winter in Paris, which is certainly the least expensive way to enjoy that city. Since you've got your boat, you've got a place to live, your own kitchen, and you can do your own laundry; there don't have to be that many other expenses. I've been out long enough to learn that people who really want to cruise adapt to getting along on whatever budget they have. You see some boats with almost no toys, and they cruise very economically."

McCurdy enjoys the simple life, living off the money he saved for retirement. "My investments are conservative— and it's probably cost me a fortune. But it's a matter of how a person wants to spend their life; I no longer care to spend all my time following investments. McCurdy had a bad experience, too. He almost had to cancel the order for his boat when a large investment in Woodson Investments, a San Rafael company, defrauded hundreds of investors

Venice was home to 'Pelagic Vagrant' during the winter of 1989-1990. McCurdy loved it and her people.

several years back. Much to the astonishment of everyone, all the investors got their money back.

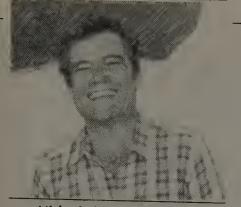
Has he grown tired of the cruising life?

"I'm 52 years old, and much to the surprise of my friends, I still enjoy what I'm doing. When I was a stockbroker, I never got to take more than three weeks off a year, and never three weeks in a row. So this is wonderful. With lots of time, I can really appreciate the places I'm visiting.

"And I like the differences in Europe: the attitudes, the pace of life, the food, the languages. I've spent seven months in France over three years and recently went to a dictionary and discovered I have a 6,000 word vocabulary. After these six years here, I consider myself to be semi-European."

Like just about everyone else, McCurdy can't say a lot of good about sailing in the Med. "It's nice because so many places are close together, but the sailing is poor. Either the wind doesn't blow, or it blows hard, creating short, steep chop that's very

IN LATITUDES



Michael Clements of Seattle.



uncomfortable. We joke that we only put up the sails to steady the boat while motoring; but it's actually pretty accurate."

Berthed just astern of McCurdy was a Valiant 40 with a Colorado hailing port. A tap on the hull brought Michael Clements of Seattle on deck. Clements reported that he and his wife Barbara had just purchased the boat from Jim and Margaret Wall of Colorado. The Walls had bought the boat in Florida in 1985, sailed across to Europe, and spent the subsequent summers cruising the Med.

The Clements, on the other hand, worked in Saudia Arabia for eight years until 1987, collecting cruising chips. They then purchased a Prout 33 catamaran. The boat was fast — until It was loaded down with cruising gear. "When we finally moved off, the waterline raised seven inches. It was a fine boat in all other respects — except the berthing fees. We often had to pay for a 45 foot slip!"

Like McCurdy, the Clements were working their way east, to Corfu and Elba, and other delights.

- latitude 38 6/10/91

Wanderin' Star — Freeport 41 Ed Eisenberger & Sharon Grant The Gulf Intracoastal Waterway (Fortman Marina, Alameda)

Having shipped our boat to Seabrook, Texas as part of plan to sail to Florida, we left Seabrook on March 16, a bit unprepared for the challenges of the Gulf Coast and the Gulf Intracoastal Waterway (GIWW).

We spent our first night out of Seabrook anchored behind Galveston, one of the many barrier islands that stretch from Brownsville to the Florida Panhandle. The geography and topography of these strips of land, which are sometimes only several hundred feet wide and other times wide enough to support cities as big as Galveston, provide the land barrier behind which the GIWW was constructed.

Our deliberations that first night in Galveston centered on whether we should take the outside route (the Gulf of Mexico) or the inside route (the GIWW). The weather along the Texas coast had been unsettled — torrential rains and high winds — since the beginning of the year and showed no signs of letting up. Thus we decided to take the inside route until the weather settled or we reached the more placid waters of the Mississippi/Alabama coast, whichever came first. Thus our first major milestone would be New Orleans, 350 miles to the east.

There's quite a bit of variety to travelling on the GIWW. For the most part it follows the natural topography of the barrier islands, which feature many gentle curving miles of beautiful scenery, spectacular wildlife, and interesting people (maybe that should read interesting wildlife and spectacular people).

The converse of this 'natural' part of the GIWW are the 'engineered' portions of the waterway. These are the stretches where no suitable natural waterway existed, so the Corps of Engineers dug the channels. The Corps doesn't dig picturesque curves, consequently there are stretches 20 to 30 miles long that are as straight as a chalkline—and just as boring.

The waterway has a project depth of 12 feet, inferring that if you run aground, 1. you were probably out of the center of the channel, which is usually 200-300 yards wide, 2. this portion of the waterway had shoaled, or 3. that a barge or ship has eliminated a critical marker at a turn. The rule of thumb is that red ICW markers, nuns and lights are always on the mainland side of the channel. In our case this meant keep red

to port, making things interesting at junctions where the standard red-right-returning prevailed.

I assumed that 15 years of sailing on San Francisco Bay and the Delta had prepared us for large ship and barge traffic. (They call the barges 'tows' here, even though they almost universally push instead of tow them.) Not so!

The information we had said that this stretch of waterway (Houston to New Orleans) is the portion most heavily travelled by commercial vessels. We didn't fully comprehend the significance of "heavily travelled" until we got underway. Nor did we fully appreciate the concept of tug boats and barges.

They don't run ordinary tugs on the GIWW. They run megatugs. Some of them have three or four 4500-h.p. turbo-diesels. Why so big, you ask? Because they push BIG barges. Each barge is approximately 200 feet long and 80 to 100 feet wide, and carries exotic stuff like benzene, nitric acid, jet fuel, and lots of explosive stuff. One barge carries about 3,000 tons!



Normal Bay shipping traffic is nothing to what's found on the Gulf IntraCoastal Waterway.

Ah, but there's not just one barge associated with each tug; they push several of the behemoths. Three, four, five even six

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barges can be strung out in front of one tug. That makes the whole thing about 1,000 to 1,200 feet long. Oh yes, I forgot to mention that they also rig them up double wide.

So you start down the ICW on a nice, sunny Tuesday afternoon and around the corner comes this moving, city-sized monster with red flags all over it being pushed by a megatug that is creating more noise and smoke than a burning Kuwaiti oil field. And it's being driven by some guy whose voice is bellowing over the radio: "Well, watcha gonna do there sailboat, y'all want one whistle or two?" Like he's giving me a choice of which bank I'd like to run aground on attempting to get out of his way.

And these barges don't come one at a time. There may be three or four of them in a row. In fact, it's rare when more than one is not in sight. An amusing aspect of the barge business is when they try and pass each other — like they were racing. Since one tow may be going 6.0 knots and the other 6.1 knots, it takes hours for one to pass the other — during which time they are sure to meet tows coming the other way. So often you end up with three abreast being blown all over hell by the Gulf winds!

We've seen many of these things sideways in the ICW as a result of strong beam winds. In fact, it's scary when you hear them talking to one of their chums on the radio about the load of red flags he's pushing "from one bank to the other" — and you realize he's just around the corner and coming at you!

One of the secrets of surviving the ICW is learning to communicate with the tow operators, especially if you're like me and like to know the precise moment you're going to die. They all operate on VHF 13 and talk to each other constantly, mostly in an attempt to warn each other to what degree they are out of control.

By talking to them you become part of the equation. There are several problems with this. One, they have their own vocabulary. The first thing we learned, for example, is that "red flags" means dangerous cargo (as in it might blow up if the sun comes out and warms the air.) Another word we learned was "empties". Empty barges sit 10 to 12 feet out of the water. They're also fun to watch when there is a severe crosswind or crosscurrent, because they careen from one bank to the other.

Understanding the tow operators is yet another problem. There are usually dozens

within transmitting distance at any given point, so there are at least a couple of conversations going on at once. Here's a typical example of what a sailor is likely to hear:

"Sugar Shack, westbound at Wax Bayou with four red flags."

"Did you get any of that pie she baked?"
"Hey Cenac, can I get one whistle from
you?"

"Lake Misere, westbound. Oh my God!"
"I'll give you two tootems, sailboat."

"Lake Misere, westbound. Oh my God!"
"Can I get through that bridge with a red flag?"

"What you trying to do, run me into the trees?"

"Nah, she said she was on a diet." Some Maybelline by Chuck Berry.

"I'm comin' into Hero with two doublewide red flags and gonna take up the whole damn channel, sailboat."

"I've backed down to where I'm going sideways."

"Oh my God!"

"You ain't not allowed to do that." More Maybelline, by Chuck Berry.

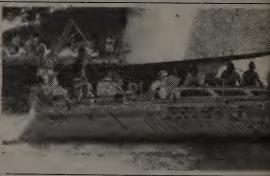
"If you think you can get around sailboat, give me two."

The best we could make of this is that someone baked a pie and one of the tow operators really likes Chuck Berry.

Needless to say, after all that chatter it was a relief to turn off the VHF after anchoring for the evening. Anchoring in the ICW called for everything I learned in Creative Anchoring 101. Since the ICW was built with commercial interests in mind, amenities such as food, water, fuel, slips, anchorages and marinas for the pleasure boater are almost non-existent. But we were fortunate. We found many pleasant anchorages by ducking behind small islands or into bayous along the waterway.

After going through Morgan City, Louisiana (the Newark of the South), the ICW cuts through the middle of the Cypress Swamp. Anchoring theré didn't sound too appealing, but we found a bayou that went deep into the swamp. It was beautiful there; old live oaks draped with Spanish Moss, quiet night sounds, peaceful sunrises and 85° days. The anchorage was so pleasant we decided to stay an extra day. I launched the Achilles and we explored the swamp. Except for the mosquitos with gun turrets and an alligator with a rubber fetish, this anchorage was one of the most pleasant on this part of



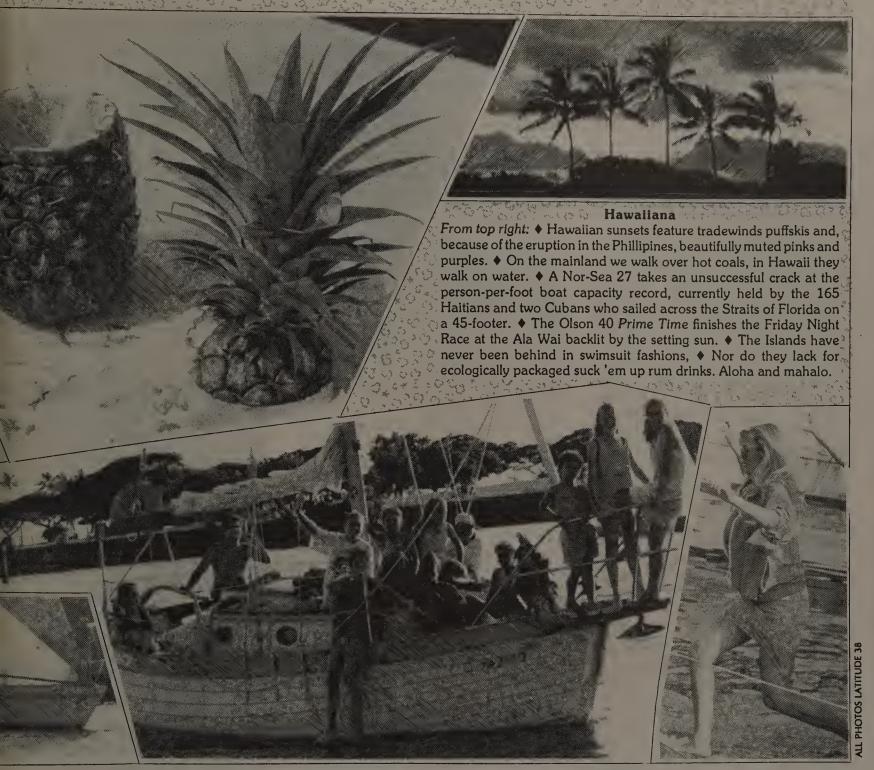


the trip. We were sad to leave, but the Mississippi and New Orleans were just three locks and two days away.

Harvey Lock is where the ICW meets the Mississippi River. So significant is this lock that all mileage on the ICW is measured east or west of it. As we approached the lock, Sharon's imagination began working overtime.

Her rendition of a lock had us going into the lock, the gates closing at one end, and the gates at the other end swinging open in wild abandon, allowing a cascading wall of water to descend upon us. After being thrashed around by the wall of water, we'd be pitch-poled over the side of the lock onto land — or worse, we'd be thrown upside down over the lock gate into the Mississippi, right in front of a megatug pushing six barges full of nitroglycerine.

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But fortune sailed into Harvey Lock with Wanderin' Star. We were the only vessel making the 11 foot 'climb' to the Mississippi. The lock attendants were very helpful, but then they had nothing else to do.

After the 350-mile eastward trek through relatively unpopulated areas, New Orleans was a welcome port. We stayed for four days, using the time for routine maintenance, housekeeping chores and sampling the great Cajun food in the local restaurants. By chance we arrived on Easter weekend, and New Orleans was having a party. We soon discovered it doesn't take much for a party to break out in the Big Easy. New Orleans reminded me of how San Francisco was 10 years ago; a bit bawdy and raucous, with lots of street cafes and people generally having fun. Unfortunately, it seems to me that San Francisco has become too

businesslike, and in the process, too reserved to have time for fun.

While at the New Orleans Municipal Marina, we met Harbormaster Al Knutson. Although he's been in New Orleans for 10 years now, he used to be stationed at the Naval Air Station in Alameda and had a sailboat berthed at Fortman Marina.

Our trip eastward from New Orleans to Pensacola and the Florida Panhandle was uneventful. There was plenty of nice weather, but the trip required more motoring than I'd hoped, due to persistent east winds that always seemed to hover about 10 degrees off our nose.

We had generally fair weather all the way to Apalachicola, where we thought we'd waited out a storm system before making the 150-mile crossing to the west coast of Florida and Tarpon Springs. My paranoia about

NOAA forecasts was raging again so I called them, explained what I was about to do, and asked for their rendition of the weather.

Everything went fine for the first 20 hours until we spotted several large storm systems on the radar and began to play dodge'em. That worked for several hours before a Coast Guard Severe Weather Alert convinced us to tie down, close up and don the foulies. At 0830 the following morning we found ourselves riding the frontal edge of a high packing 40 knot winds and generating 10 foot seas on our stern. The Gulf seas are short and steep, so we decided to run to the southeast.

From the Loran's lat/long readings, it soon became obvious we had shot right past Tarpon Springs. Finally, after three more hours, the storm decided to go bother somebody else and left us sitting 20 miles off

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Clearwater. It was the second time during our trip that I was glad I'd given myself plenty of sea room; both times it allowed us to run with the weather.

From Clearwater to the Keys, the weather and sailing conditions were idyllic. We discovered and stopped at superb anchorage after superb anchorage, each one seemingly warmer and with clearer water than the one before. Little Sarasota Sound, Cayo Costa, Useppa Island, Ft. Meyers Beach, Big Marco Island, and Little Shark River in the Everglades. Each one was harder to leave than the one before. I would like to go back and explore many of those places; living in Southern Florida may will give me that opportunity.

We are now anchored in Boot Key Harbor in the Keys, a natural harbor formed by Boot and Vaca Keys, 90 miles from our ultimate destination. The snorkeling, diving, and the side-trips to surrounding keys has delayed our final departure for more than a week; eventually we may get around to pulling up the hook. With the Dry Tortugas and the Bahamas only two days sailing time away, and the rest of the Keys just outside the harbor entrance, I could be convinced to stay here awhile.

-- ed & sharon 5/15/91

Windwalker — Pearson 530 Roy Butler Miami, Med, New Zealand, Hawaii (Los Angeles)

How much sailing experience do you need to start a voyage that takes you as far east as France and as far south as New



The best part of Palma? The rickety old train to Puerto Soller on the north shore of Mallorca.

Zealand? Roy Butler, a former Marina del Rey powerboater, figured that three sails to Catalina and back aboard a chartered Catalina 30 was adequate.

After buying a six-year old 53-foot boat, how much 'shaking down' do you think the vessel would need by the green captain and crew before setting out across the Atlantic? Roy Butler, who says he'd "never changed a tire or replaced a sparkplug" before the start of his voyage, figured the boat was broken in and didn't need any shaking down.

Given that background, you figure Butler's trip to the Med, back across the Atlantic, to New Zealand and back to Hawaii would have been a tale of horrors. The reality of it, he says, is "I've had a wonderful time" and "nothing went wrong with the boat or gear."

In fact, the only reason he's sailing the boat back to San Francisco is that he and his wife are getting an amicable divorce and she owns half the boat. Once the boat sells, Butler is headed back to Auckland, where he'll open up a Mexican restaurant with his Kiwi fiancée. His sailing career may not be over, either. He muses about a steel boat with roller furling everything. Steel because he knows of two fiberglass boats that broke up on Fijian reefs after sailing over from Tonga.

While Butler, "a true armchair sailor before the trip", had a great time, he nearly lost his life in the process. Oddly enough, it happened during a calm in the middle of the Atlantic, in the middle of the 1989 Atlantic Rally for Cruisers. With the autopilot driving the boat along at five knots and the whole crew down below fixing dinner, Butler came up on deck to take a leak. Standing by the shrouds, he had one hand on his cocktail and one hand unbuttoning his fly — which didn't leave any hands for holding onto a shroud. As calm as it was, the boat lurched, and Butler was headed overboard.

Fortunately, the sheet on the furled Yankee was extra long, and hung low enough for the former paratrooper to grab it on his way into the drink. He lost hold of the sheet once in the water, but, a former competitive swimmer, Butler swam fast enough to catch it. "I was so macho," he recalls, "that I didn't yell for help, but pulled myself hand over hand up to the boat." As close as he was, his hands began to cramp up and he was forced to call for assistance. The whole thing was over in about three minutes.

Butler doesn't drink cocktails during passages anymore, and limits his crew to two beers a day. "That night," he recalls, "I got on



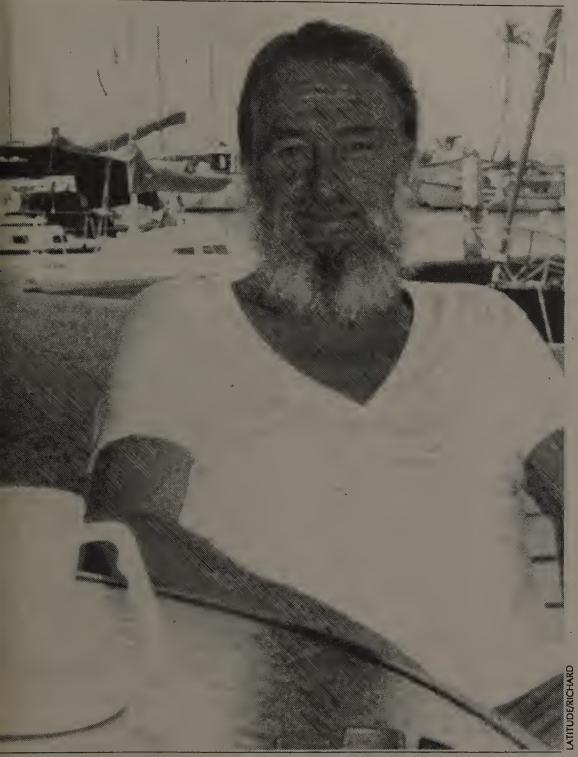
Thinking perhaps that Butler fit a 'smuggler's profile' — big boat and beard — Hawaiian Customs brought drug-sniffing 'Dr. J' down to 'Windwalker'. She was clean as a whistle.



the net and told the skippers of all 160 boats what happened. They all thanked me, as it gave their crews a real life illustration of the importance of onboard safety." Despite almost taking his last swim, Butler enjoyed the ARC. "Reporters from papers as far away as Miami were waiting at the dock to get my story. This bugged organizer Jimmy Cornell, who isn't happy unless he's the center of attention. But the whole thing was a lot of fun."

Butler had a lot of fun on the way over to the Med and in the Med. "I loved the Azores; the indigenous people were so kind and you could get a good meal and a fine bottle of wine for \$10. Gibraltar was really super, had everything for cruisers, but was really expensive. Our stop at Calle Yondel, Ibiza was fun because *Christina*, which now belongs to the late Aristotle Onassis' very

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Roy Butler, having sipped from the Atlantic, Med and Pacific, lingers over morning coffee at the Hawaii YC.

young granddaughter, pulled in, positioned armed guards all over the beach, along the shore, and in the restaurants — and then put on a big party for everyone!

"While I didn't care for the big city Palma, the north coast of Mallorca was really lovely, with great little harbors like Puerto Soller. We then skipped Menorca and headed for Valencia on the continent. Although it was dirty and appeared to be very poor, the people were extremely nice. Right off, I can't think of a single place we visited where we weren't treated really well.

"After the ARC finish in Barbados, we sailed to Puerto Cruz, Venezuela, which had to be the least expensive place we visited. I remember it cost \$4.50 U.S. to fill the boat

with diesel. And they had great food and terrific wine, too. Bonaire, where 1,000 scuba divers pass in front of you every morning, has the best onion rings in the world. Just look for the Green Turtle; it's run by two guys from Santa Monica.

"We were boarded by a complement from the U.S.S. O'Brennan 100 miles north of Columbia, and were treated very properly. They allowed us to proceed under sail while four of them searched the inside of the boat. Although they poked around for over an hour, nothing was left overturned and they were very polite. They wrote me up for only having three screws securing the plate with my documentation number; but then they gave my wife some seasickness patches."

Butler finally recalled a place where he didn't care for the people: Colon, Panama. "While in the military I travelled all over the

East, but I never saw anything like Colon. It's the worst thing this side of hell. And worst of all is the dead look in the peoples' eyes. Panama City, however, was all right."

While Windwalker encountered the Coast Guard in the Caribbean, they nearly collided with smugglers on their way to the Galapagos. "It was at night and we were approached by what must have been an old 200-ton wood vessel showing no lights. She just kept coming closer and closer on a parallel course, and somehow managed to move sideways on our course, too. I can't figure out how they did it. We knew they weren't officials, because when their bow got within 20 feet of our beam, we could see 12 guys on deck with machine guns, none of whom were in uniform. There was no contact on the radio, and suddenly they just pulled back and disappeared into the darkness. It was scary!"

Butler carried a .44 magnum, but the incident demonstrated to him how foolish it was to carry a gun. "I wished I had left the gun at home. If anything serious came up, we were going to be outgunned anyway, and port officials weren't delighted that we had a weapon onboard."

Without an entry permit for the Galapagos, Butler and crew claimed to have some minor engine problems in order to stay for a few days. "It was kind of a bullshit deal; I had to pay officials \$200 U.S. under the table — they wouldn't give me a receipt — and another \$175 in Ecuadorian money. The only good thing you could get was a good steak for \$4 and a fine bottle of wine for \$10." The South Seas were better.

"I loved the Marquesas, and Nuku Hiva in particular was fantastic! The people there were much nicer than Papeete, where a woman crewmember got raped the first night and the Tahitian kids all wanted to buy bullets and guns."

From there Windwalker sailed to Samoa, Tonga, Fiji and Auckland. "Neiafu, Tonga was the best. It was like the San Juan Islands but tropical. Great people, too."

Butler says he used Jimmy Cornell's Cruising Routes as a bible, and wouldn't even have started on the trip without it. But the book failed him on the 2200-mile passage from Auckland to Papeete. "Jimmy said we'd have westerlies, but we had 40 knots on the nose for 18 days — and it still took us another 13 days to reach Papeete. While Windwalker is an excellent boat, she doesn't go to weather well, so we ended up

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sailing 3,800 miles to cover just 2,200 miles over the bottom."

Butler's choice of boat for the voyage was interesting. He'd read somewhere that no boats over 50 feet in length and displacing more than 24 tons had rolled or pitch-poled in the last 75 years. "I wanted a safe boat, so I bought a 53-footer that displaces 24 tons," he laughs.

The manufacturer, Pearson, was very helpful in giving him information, but much to Butler's surprise, told him the boat was "not designed for bluewater sailing". Butler figures they were just trying to avoid liability in the event something happened, as his surveyor said the boat was just fine for the ocean. She's since proved herself, crossing oceans four times and enduring nearly three straight weeks of near gale force winds in the South Pacific.

Butler's sail from Tahiti to Hawaii was just fine, and presumably he and Windwalker will be in San Francisco shortly after you read this. A life-long friend, Mike Schindler, has been with him all along, and a Swiss girl by the name of Marlissa has been great. By and large, however, finding good crew had been a major impediment to fun.

How does a one-time powerboater evaluate sailing after a long cruise? "I love sailing when the sea is smooth and the wind consistent, but I hate it when it rocks."

If Butler wasn't getting divorced, the only things he'd add to Windwalker are a roller furling main and a big genny to replace the yankee. Two essential pieces of gear he carried? "One, the Magnavox SatNav; it never failed us. Two, the watermaker; I never had to go without a hot bath in two years."

Despite having "never changed a spark plug or flat tire" prior to the trip, Butler said he had no real problems with his relatively complex boat and gear. "You need some common sense, a desire to know how things work, and a never-say-die, positive mental attitude." We should all be so lucky.

- latitude 38 7/10/91

Cruise Notes:

The Wanderer is pleased to announced that his "latest great idea", a Mexico to Marquesas Cruisers Rally/Race tentatively slated for March of next year, has gotten some positive feedback. Shannon and Valerie Kelly, who will be departing on a two-year cruise from Santa Cruz in October

aboard their 32-foot Tahiti ketch **Grace**, wrote to say "we would be willing to keep the ball rolling if there is anything we could do". Thanks, for the offer. You can be most helpful by telling us what would make the *Mexico To Marquesas Madness* the most fun for you, and to spread the word.

Also writing in to express interest are Dee and Marshall Saunders of Redding, who are currently cruising their Tayana 52 Clambake on the west coast of Vancouver Island. "We hope the rally is not limited to boats with a minimum number of crewmembers as is the Europa "92". You hurt the Wanderer's feelings. Does he sound like the kind of guy who would want to exclude anyone from participating in the fun?" As for worrying about not being very competitive because "we'll only have two crew"; don't worry, a division can be established for couples or doublehanders, whichever would be most appropriate.

Plans for the tentative Puerto Vallarta to Hiva Oa event are still in the works, but this is the general philosophy the Wanderer has been toying with:

1. The MMM should be dirt cheap. Fifty dollars per boat ought to cover two t-shirts for each boat, a bottle of bubbly at the finish, and a small contribution to the trophy pool. Expenses can be kept to a minimum by participants handling the start and finish lines duties, and by making the pre and postrace 'banquets' pot-lucks. A bunch of programs can be pumped out of a xerox machine for hardly anything. This isn't going to be the Admiral's Cup.

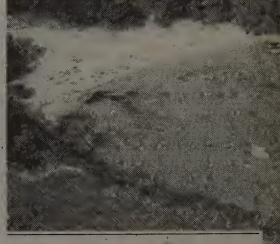
2. That the MMM should welcome as wide a variety of boats as possible. Tahiti ketches would be as welcome as Santa Cruz 70s wanting to slum it to the South Seas. Singlehanders? Sure. Couples? Why not. A boat full of deck apes? Surely. An all women crew? Sans doubt. Grandparents? But, of course. The more the merrier.

3. That there be at least as many trophies as entries, and that the divisions be created in such a way that each boat has to win at least one trophy.

4. That folks who really want to race can do just that. That folks who want to take it real easy, maybe even motor when it gets light, be able to do that, too.

5. That everybody be responsible for the seaworthiness of their vessels and the competency of their crew.

6. That the *MMM* be sponsored by the Phantom YC, so nobody can be sued.





Bob Peterson and Fay Ainsworth of 'Topaz'; back in the Bay after a six-year circumnavigation. More next month.

And, 7. That nobody be allowed to participate without a good attitude and big smile.

If you have anything you'd like to add or delete, please let the Wanderer know. He's got four interested boats so far, and would like to have at least ten.

Anybody remember Sandra Synder and David Wilson of the San Francisco-based Lidgard 46 ketch, Aura? We read in the SCCA Bulletin that they left the Bay in 1985 and have been cruising ever since. First there was 18 months in Mexico, then the west coast of Central America, Belize, Guatemala's Rio Dulce, then 18 months on the East Coast of the United States, and most recently the Virgin Islands and St. Martin. After 12,000 miles, they plan to continue on down to Venezuela before retracing their path back to the West Coast.

If you don't remember Sandra and David, how about Bill Healy? The former Golden Gate YC member writes us from Kota Kinabalu, Borneo to report he's been enjoying the last five years cruising aboard

IN LATITUDES



Spain's Balearic islands were a 'Windwalker' favorite. This is Macarella i Macarelleta.

Amadon Light, his 40-foot cutter. He says he's continuing his research into the origins of language in Southeast Asia; "i.e., I'm unemployed".

Knick and Lyn Pyles report that their Vagabond 47 ketch Murielle "is having another long winter's nap in Chile. We made a net 500 miles south this year. After cruising to Isla Juan Fernandez and down to Laguna San Rafael (Chile's Glacier Bay), we worked our way back to the Valdivia YC's secure moorage. Then we flew back to the good old USA for the summer of work and visiting family and friends. In September we'll go back to Chile to get ready for the Beagle Channel and Cape Horn."

Bob and Marilyn Klein of the Novatobased Passport 47 Northern Lights report that 60 boats from eight countries were slated to participate in July's 15th Annual Darwin to Ambon, Indonesia race. The U.S. is represented by Abracadabra, a Hinckley 53 out of Houston, Molly Brown, a Hallberg-Rassy 49 out of Norfolk, as well as Northern Lights. Also in Darwin for the festivities, although apparently not the race, are Cannibal from Long Beach, Pegasus from San Francisco, Sundowner from Norfolk. Fair winds to all!

The Kleins recently completed the first annual Over The Top Cruise, from Gove to Darwin, an event previewed two months ago in Latitude. Their verdict? "For the \$20 entry fee, we and 18 other boats hit the jackpot!" More next month.

There's trouble in paradise. Gaston Flosse, the President of French Polynesia, relinquished his post in July just before Bastille Day. Flosse, who had only been elected in April, stepped down because of rioting in response to France's imposition of new taxes. (It's about time we tried that in California.) Some 500 people were involved in the civil unrest, ten of whom were injured.

It's unclear what effect the problems will have on cruising. Friends of Latitude were in Tahiti just prior to and just after the riots and

reported there was no reason for concern. However, Windwalker's Roy Walker, who was there several months ago, issued a general caution for Papeete. He advises that one of his female crew was raped the first night there and that there was tremendous hostility by young Tahitian males toward anyone that looked in any way as though they might be French.

Oh no, not that again! Some scientists at the U.S. National Oceanic and Atmospheric Administration believe that the El Niño current is about to reappear in the equatorial Pacific. Eight years ago the current was blamed for causing droughts in Southeast Asia, floods in South America, and the first hurricanes in French Polynesia in 75 years. Rising water temperatures off the coast of South America and changes in the rainfall in Pacific Basin countries are what have scientists concerned. Stay tuned.

If there's trouble in Polynesia (see the earlier item), there's even greater trouble brewing in Panama. Just 18 months after Manny Noriega was driven out by U.S. troops, officials are now saying Panama is now home to more smuggling activity than ever - and risks being overrun by Columbian drug cartels establishing new smuggling routes to the United States and Europe. The increased activity in Panama is attributed to: 1. Columbia's crackdown on drug lords, which has caused the cartels to move operations to neighboring Panama; and 2. Panama's virtually non-existent antinarcotic controls. With its long coastline and many small islands in both the Pacific and Caribbean, Panama appears to have been custom-made for smuggling. Panama's National Maritime Service, which patrols to interdict drugs on the water, consists of two small speedboats, two rented shrimp boats and Noriega's old powerboat, the Macho Two. As you might imagine, this powerful strike force has smugglers from Cartagena to San Diego quivering in their sea boots.

Attention Don Cuddy of **Wavelength**: V. Martin of 8510 E. Jenn Dr. in Scottsdale, Arizona 85260 is trying to contact you.

We'll close this month with a quote from Allan Villiers: "It was character he was after. Any fool could have some knowledge."

You didn't like that, eh? Then try this one from John Lennon, who sailing a 35-foot boat from New York to Bermuda, got caught in a blow and was convinced he was going to die: "Life is what happens to you while you're busy making other plans."

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1870 CHINESE SAMPAM 16-ft cedar planked w/ camphor bulkheads. Rat eaten, bamboo battened lug sail incl. W/ or w/o nice "rocket" trailer. Best offer or trade. Also, 20 yr old Pioneer (W. German) Kayak. similar to Klepper. Canvas over oak frames, folding. Incl. sails, leeboards, flotation, paddle. Exc. cond. \$400 b/o. (415) 661-3724.

FLYING JUNIOR 13'10" sloop by Vanguard. Racing model. Harken equipped. Tapered z-spar mast. Sails. Trailer. Good condition. Asking \$1,600. Extra Proctor mast (A) \$175. (415) 595-2765 or

14-FT FLYING JUNIOR with both sails, rigging, dolly. Good boat for a beginner, \$800. 435-4791.

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METZELER MAYA inflatable sports boat with Honda 10 hp. 11'6" x 4', holds 3 adults, 1 child. Like new, condition \$1,495. (415) 377-0944.

24 FEET & UNDER

INTERNATIONAL 505 SPINNAKER and bow deploy tube system, extra sails, full race rig., trailer boat in Oakland \$1750,offer. Also, American 24 sloop Honda outboard trailer, roomy, sleeps 4, stove, roe box potti, needs some hull repair. \$1950. (702) 831-6415

SANTANA 22, new Honda 4-cycle o/b, tabernacled mast, SS chainplates, VHF, speedo, head, anchor. Possible Santa Cruz slip sublet. \$2,900. (408) 728-2915, (408) 335-2484.

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"MONKEY" MASTER MARINER 24-FT Ed Monk pocket cruiser 1974, sloop rig ceder on oak, new sails, dodger, 1 cyl., diesel, VHF coastal vet. \$8,500. 758-4122.

ERICSON 23-FT Excellent condition. New mast, rigging, spreaders, new 10 hp Honda. 4 sails, custom teak hatches, Coyote Pt. berth. Must see to appreciate. \$3,900. (415) 873-7439.

SAN CLEMENT 23-FT Very clean, VHF, new main, bow pulpit, 6 hp Johnson, marine head, sleeps 5, galley, lots of extras. Asking \$3,000 b/o (209) 795-5446.

SANTANA 22-FT Excellent condition, with new 5 hp Honda o/b, upgraded ngging, 2 sets of sails, running/cabin lights, ngged for single-handling, prime upwind berth in Alameda Marina, many extras, \$3,900 b/o. Mark (415) 443-6448 (lv. msg.).

24-FT COLUMBIA CHALLENGER Must sell, bought new boat. Fun, fast, sturdy for Bay/delta. \$1,000 on new cushions, 10 hp Merc o/b. Large cockpit. \$2,850. (916) 662-0221.

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VENTURE 22. Swing keel, new o/b, pop-top, trailer, many new safety features. Sleeps 5. Great for Bay, lake, and Delta. Easy tow. \$2,300. (707) 426-9901.

18-FT LUGER, 1981. Swingkeel w/trailer, 3 hp motor & misc. items. \$1,800. (415) 522-3501.

24-FT COLUMBIA CHALLENGER Strong and sturdy, great bay boat. Main sail, w/2 reefs, working jib, new 80% jib for heavy weather, o/b + extras. SF docking, \$100/mo. \$2,995. Ask for Ron or Jennifer. (415) 620-0642.

BEAR #59 Completely refastened, new paint, seam compound top & bottom. New standing rigging. Very active. One design fleet. A once in a decade package for \$8,500. (415) 332-4857.

24-FT C & C, 1979 Relatively new sails w/backup, installed john, motor. Can be sailed but needs work. All offers considered. Must sell by mid-September. Call Bruce. 894-2863 (daytime).

CAL 20, HULL #334, clean inside/out, new bottom paint this spring, whisker pole, spinnaker, sail covers, adj. backstay, barient winches, Nissan 5 hp, VHF, Berkeley upwind berth. A bay classic, active fleet, perfect first-time boat. \$1,950 b/o. (415) 925-1261.

17-FT THISTLE Custom trailer, 8 sails, full cover, no. 3662 competitive boat. (415) 486-0103. \$4,500.

CATALINA 22-FT, 1972 Swing keel, VHF, 6 hp o/ b, new heads, cushions, curtains, mainsail cover. Bottom painted 5/1/91. Coyote Point berth, San Mateo. \$2,900. Call (415) 852-4409 (days), (415) 792-8036 (eves).

SPIRIT 6.5 21-FT, 1978 Very good condition. Sails - Hogar main, 70% jib, genoa, spinnaker. Trailer, 4.5 hp o/b, sleeps 4, 2-burner stove. \$4,000. (707) 257-8425.

FORCED TO SELL CAL 24 A beauty w/ 5 sails, incl. Spinnaker, ship to shore radio, compass, man-overboard-system, adjustable backstay, barient winches, foul weather gear, Honda o/b. Fire sale prices. Call (415) 420-8665.

RANGER 23-FT Excellent condition. New sails/ rigging, 6 hp o/b. Race ready. Great Bay boat. Sleeps 4. Sausalito YH berth. \$6,500 b/o. Nick or Tom (415) 864-4360.

DRASCOMBE BOATS built in England. 18-ft Drascombe Lugger. Yawi rigged. \$7,800 b/o. 1987 Catalina 22, swing keel like new, many extras \$8,900 b/o. All boats w/trailers and In excellent condition. (916) 626-6846.

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VENTURA 22-FT CUTTER. Swing keel, 4 sails, whisker pole, 2 working anchors, solar panel, propane stove, lantern w/tank, etc. No trailer, fair condition. Two-boat owner. I need to get this boat out of my life. \$1,000 b/o. (415) 517-9066.

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RANGER 23-FT, 1977 Fast, sturdy, great sailing boat. Easily single-handed. Like new. Recent bottom & standing rigging. Aft-led controls. 6 winches incl. Lewar 2-speed primaries. 6 sails, lappers, 150 spinnaker. You won't find better w/all equipment. \$6,500 b/o. Must sell soon. Call (415)

ISLANDER BAHAMA 24, 4 hp Johnson o/b. \$3,650, 468-4423,

STONE HORSE 23-FT Traditional full-keel cutter by Edey & Duff. Airex hull, BMW diesel, S & L windlass, freshly varnished spars & LPU hull. Incredibly comfortable, intelligent layout. Trailer available for Winters in Baja - Summers in the San Juans. \$12,500. (415) 567-6775.

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SANTANA 22-FT w/trailer, 1967. Exc. cond., new main mast, w/tabernacle. Spinnaker pole & sail. 3 jib sails. 25 hp Johnson Eng. (rebuilt in 1989) rigging & sheets exc. cond. \$2,900 b/o. In Santa Cruz. Terry (408) 426-9628 (eves).

VICTORY 21 Beautiful, full-keel fiberglass boat w/ trailer. Hull, mast & rigging in good condition. Very sturdy day sailer. Needs some minor work. \$1,750 b/o takes it. Call Mike (415) 435-0857 or John (916) 546-4989.

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CAL 20, 1968 Exc. hull & topsides, 6 hp Evinrude SS keel bolts, oversized winches. \$2,500 b/o (415) 454-2335.

COLUMBIA 24-F Raised cabin top. Working sails. Running and spreader lights. Hand laid-up fiberglass hull, reinforced mast step w/aluminum mast. Waterproofed ports. Evinrude o/b. Potential pocket cruiser. San Francisco Marina, Green berth (Gashouse Cove) \$4,250. (415) 832-5556.

RANGER 22-FT Proven performance cruiser/ racer. This one well-maintained and In great condition. Main, 110 storm jib, 6 hp Evinrude, spinnaker gear, Danforth anchor, full USCG equipment, berths for four. Recently refurbished trailer. New bottom paint last fall. \$4,000 or make offer.

NEPTUNE 24-FT, 1981 Excellent condition, equipped. Pop-top & cover, trailer, loran C, compass, depth, 7.5 hp Honda o/b, swing ladder, cockpit cushions, potty, stove, USCG gear, sleeps 6. \$6,500. Hugo (707) 792-2358 (days), (707) 795-4928 (eves).

CAL 24-FT Very good condition. Evinrude 6 hp o/b. Sleeps 4. Great weekend/day boat. Fully equipped and ready to sail. Well-maintained. Leaving area and must sell. Upwind berth Berkeley Marina. \$4,000 b/o. Call Brad (415) 644-1474.

CAL 21-FT Hull #8 swing keel, with trailer, new VHF, battery, 110 jib and double reef main in good shape, new rigging to cockpit. Partial owner financing, \$2,750/trade for quality trailer for Flicka. Daryl (408) 476-6863, 438-2363.

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VENTURE 21, 1974. 3 sails, flotation, trailer with extension, motor mount/tank. Anchor, potty, cushions, whisker pole, compass and more. Halyards aft, LPU paint, many upgrades. Fast, fun to sail and in excellent condition. \$2,800 b/o. (415) 939-2490 (eves/wknds).

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RANGER 23-FT "BANJO" New mast & standing rigging, o/b, main, 3 jibs, spinn., clean bottom. Slip and financing available. 388-5716, \$8,000.

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BRISTOL 27 SLOOP, built 1966, superior design, full keel, 5 sails, outboard, sleeps 4, excellent cruiser. \$9,500. 927-3648.

PEARSON 28-FT, 1986. Great bay cruiser, excellent condition, fully equipped, main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, radio, AWI, WS, KS/log, DS, diesel, wheel steering, hot water, shower, sleeps 6. Sausalito berth. Assumable loan. \$40,000. (415) 331-8366.

ISLANDER 28, 1977. Pedestal compass, wheel steering, roller furling, 30 hp Atomic 4, radio, KM, fathometer, lots of wood & cane detailing below decks. \$16,000 b/o. Sausalito berth. Call (415) 332-2344 x2506, (415) 332-0529 (eves).

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NEWPORT 27S 1978 C&C DESIGN. 110, 150, 3/ 4 oz. triradial, Atomic 4, tiller, teak & holly sole, head, shower, 2 burner stove, icebox, VHF, 7 winches, 6-ftheadroom, sleeps 5. Great bay boat. \$12,950 b/o. (800) 253-1171, (818) 963-7116.

27-FT CHEOY LEE OFFSHORE 27, 1969. Fully equipped for offshore use. Teak decks, ICOM VHF, Datamarine Kodiak depthfinder. Rigged for single-handed sailing. Has Volvo diesel engine (needs rebuilding). As is asking price \$7,000. Call Burl Brown (707) 526-1474.

CAL 27, 1986 Excellent condition. Yanmar diesel, holding tank, head, pressurized water system, shower, 110 electric hot water heater, main and jib. Sleeps 5. Knot and depth meters, compass. Must see to appreciate. Asking 19,500. Call (415) 572-9629 (eves and wknds).

CATALINA 27, Inboard 1978. Excellent condition. Only in salt water for the past 6 yrs. Now in Sausalito. Wheel, elec. bilge pump, CB, extras. Good main, jib & Jenny. \$13,500. Call Glenn (415)

CATALINA 25, 1982. Pop-top w/full dodger Johnson 9.9, VHF, depth, KM, lifelines, shore power, galley, enclosed head w/sink, stereo, 20 gal. water, 2 jibs, sail covers, tall rig, Berkeley slip, heavy trailer. \$9,000. Call Mike (415) 935-1808.

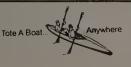
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LANCER 28, 1979. No saltwater, new 150° genoa with furling system. Inboard engine, stove, head, sleeps 7, over 6' headroom, depth finder, compass, CB, trailer, Exc. condition, Inside like new. appraised \$1,800 Asking 14,000. (916) 894-6416.

ERICSON 27, 1976. A freshwater boat. 1988 and 1989 class champion. 1987 Universal diesel, wheel, 6 winches, lines led aft, many excellent sails and 2 chutes. New bottom paint. Berthed in the Delta. \$1,500. (916) 451-8264.

ERICSON 25+, 1979. Big and roomy, 6'1" headroom, sleeps 5, enclosed head, traller, Berkeley Marina, beautiful and absolutely loaded, to much equipment to list. \$22,500. Call for spec sheet (707) 462-8224.

CORONADO 25. New cushions, uphoistery, woodwork and brass fixtures. VHF, 6 hp Evinrude. Two sets of sails, sleeps 5. San Francisco Marina berth, Good condition, Recently refurbished, Low price. Call 566-5000.

CATALINA 27, 1975. Excellent condition, bottom newly painted. Atomic 4 engine, sleeps 5. Standard equipment plus extras. Berthed at Brisbane. Must sell. Asking \$11,500. Call Dick, work (415)297-4131.

CATALINA 27, 1979. Dinette model. 150, 110, 80 % Jibs. 1990 Merc. Electric start outboard. Halyards led to Cockpit. Recently hauled, bottom done by boatyard. VHF, KM, compass. \$12,500 (M-F 8-5) (408) 746-5054, (eves/wknds) (408) 244-3895.

EXCALIBER 26. Great bay boat, Evinrude 6.5, 5 sails, spinnaker, ref., VHF radio, compass, Nav lights, hauled last year. All fiberglass, teak trim, great stable fixed keel. You will get more for \$4,700. (415) 991-6773, (415) 756-8768.

STORFIDRA 25, 1972. Colin Archer type pocket cruiser for serious single hander. Tiller steering. Twin headstays. \$14,000. (415) 941-2718.

CHEOY LEE 26-FT, FRISCO FLYER Fiberglass, new paint, diesel, stereo, VHF, sink, stove, head, compass, DS, 3 sails. Boat needs work, varnish woodwork and haulout. No 'Lookers', serious only. \$6,000 firm cash. (415) 793-9096.

COLUMBIA 28-FT, 1969 12 hp Chrysler sailor o/b. Main, 110% jib, 150% genoa, barient 2 speed self tailing winches. Windspeed, wind direction, KM, KL, DS, VHF radio. Many custom features. \$11,500. (707) 252-1235.

HAWKFARM 28. Competitive SF-YRA onedesign fleet since 1977. Affordable, durable & fun to sail. Needs only you & a crew. \$19,000 b/o. (707) 257-3577.

CATALINA 22-FT Trailer motor, 2 jibs, 2 mains, spinnaker, KM, DF, compass and more. \$3,950. Martin (415) 846-7153 (hm) or (415) 847-9600 (office).

EXPRESS 27-FT, 1983 Red w/sand colored deck, proven race winner, pristine condition, fully equipped, 10 sails, loran, KM, solar charger, o/b 2.5 hp Suzuki, VHF/FM radio, 2 Suunto compasses, new V-berth cushions & many extras. \$18,000. (818) 981-4681.

PEARSON 26-FT, 1976 Excellent condition, pretty and sturdy. 10 hp Honda, depth, RDF, many goodles. Nice Interior w/teak. Exterior covers for everything. Emeryville berth. Surveyed at \$14,000. Asking \$9,000 b/o. (415) 524-9455 (eves).

25-FT PACIFIC CLIPPER, 1958 Frisco Flyer, vamished teak hull. New deck and cabin top. Excellent sails. full cover. Rebuilt original engine. Coyote Point Marina berth. Needs toe rails. \$5,500. (415) 347-4043 (days) or (lv msg).

O'DAY 28, 1980. Excellent condition. Yanmar diesel, wheel steering, VHF, KM, DS, furling jib, cushions & covers. Great bay & delta boat, very roomy. Hauled 6/91. Sale includes brand new (never used) 10-ft inflatable w/8 hp Nissan. \$24,750. (415) 897-2834 (Iv msg if no answer).

26-FT MACGREGOR 1989. 3 salls, VHF, 9.9 w/ electric starter/alternator, all Coast Guard required gear, porta-potti, copolymer bottom paint, 2-burner alcohol stove, excellent condition. \$9,500. (415) 357-4757.

ERICSON 27-FT Clean cruiser/racer Atomic 4, VHF, cockpit cushions. Sails Include 155,150,120 and spinnaker including complete gear. Most sails and main less than 3 yrs. all lines led aft. Lrg. winches hatch & rall covers. \$15,500 b/o. Call Ken (415) 564-2865 (eves).

US 27-FT, 1983 Excellent condition. Inboard Volvo diesel, pedestal steering, shore power, enclosed head w/sink, full galley, sleeps 5, etc. \$12,400. All reasonable offers considered. (415) 968-3013.

ERICSON 27, 1979. Bristol. Full headroom below, enclosed head, wheel steering, Atomic 4, self-tailing winches. Newfull-batten Sobstad main & foam - luff 110 jib, North 140 genoa, Harken roller furling. New depth, knotlog, autohelm, VHF & cassette deck. Cockpit cushions & covers. \$16,000 b/o (415) 343-7611.

 $\textcolor{red}{\textbf{HUNTER 25-FT, 1980}} \, \texttt{VHF, KM, DS, WS, AM/FM}$ Cassette radio, roller furling, spinnaker, alcohol stove, nice clean boat. \$6,900 b/o (408) 426-9481.

26' PEARSON, 1978 Very clean. \$7,500 b/o. (408) 426-9481.

HAWKFARM 28-FT Active one design fleet. Afun competitive boat to race or just day sail. Call (415) 937-7024 for more Info.

GOLDEN GATE 25-FT "OSPREY". Hull #18. Second to last hull bullt, good condition, 5 hp Nissan o/b. Hull no. 5 won 1991 double handed Farallones. \$5,500. Pete Sears (415) 383-0232.

CAL-JENSEN 27-FT, 1981 Bluewater sloop. DS, KM, VHF, wheel kit, furling, pop-top, galley, head, no bilsters, dry bilge, many extras. Needs TLC, but sailable. Asking \$8,250. Consider part trade or trade down, Call Fred (916) 783-0818.

FOLK INTERNATIONAL 26-FT flberglass, complete new bottom, dodger, ground tackle, whisker pole, sink, head, DS, full keel, great bay sailer & family boat. Active fleet. \$6,500 b/o. Call (707) 576-7789, (707) 769-9702.

26-FT THUNDERBIRD Good shape. Head, galley, stove, jib genoa, main, spinnaker 10 hp o/b at Bethel is. \$1,750. 471-2723.

SPIRIT 28-FT Excellent condition, beautiful teak Interior, new cushions. Yanmar 15 hp diesel, KM, DS, VHF, automatic battery charger, roller reefing genoa, crulsing spinnaker, plus removable forestay w/jlb. cockplt spray curtains, awning, and new bottom paint. \$22,500. (415) 456-6186.

BAHAMA ISLANDER 26-FT, 1977 Just hauled. Inboard gas 15 hp overhauled in 90, DF, fish finder, VHF, most rigging, and 2 Leading Edge sails new in '84, 1 Larsen sail. Lots of teak. South Beach Harbor berth. \$9,300. (415) 826-0527.

PEARSON 26-FT Very clean condition w/9.9 Johnson, stereo and compass. Moored at Brisbane Marina. Priced to sell at \$5,500. Call (415) 941-6532 (anytime).

CAL 25, 1973. Excellent condition, 7 sails (3 new), 6 hp Evinrude, deluxe teak interior, sleeps 4, pop-top, galley, marine head, 2 anchors, VHF, stereo, life lines. \$6,000. (415) 594-9259.

25-FT ODAY, 1980 Well maintained, sturdy. Equipped w/3 sails, main, jib and genoa, all in good condition. VHF, new tiller, shore electrical hookup, liveable interior, head, and 7.5 hp Honda o/b are included. \$8,000 b/o. (415) 794-8096.

ERICSON 27, 1977. Atomic 4. Wheel steering, main & 2 jibs, 2 speed barients, depth sounder, VHF, full headroom, sleeps 5, cockpit cushions, Delta awning, a good all purpose cruiser/racer. Berthed in San Rafael. \$13,500. (415) 388-2292.

27-FT BALBOA w/trailer. Inboard diesel, sleeps 6, galley, head, instruments \$17,500 firm. (916) 283-3218 or (916) 836-2682.

CATALINA 25-FT, 2 boat owner, 1982, 110% & 95% jibs, VHF, KL, 10 hp, Honda, trailer. \$10,500 b/o. (209) 634-4773.

CATALINA 25, 1978. Fixed keel, 7.5 Honda like new, 4 salls, VHF, CB, stereo, new DS, 2 batteries, epoxy bottom 12/90, kerosene stove, bimlnl top, gas BBQ, delta slip. \$8,900. (916) 846-5540.

MODIFIED H-28 Herreshoff wooden ketch well maintained, full keel, Tanbark sails. Reliable rebuilt atomic-4 (Installed Aug '89) w/sensor. Autohelm 1000, DS, VHF, Alpine AM/FM/casette, alcohol stove, force-10 diesel heater, dodger & sun shade. \$14,900. 986-2098.

PEARSON TRITON 28'6" sturdy coastal and bay crulser. Fractional slooping, VHF, KM, 2 mains, Jib, genoa, spinnaker, 2 anchors, mast-head naviga-tion light, powered by dependable Atomic 4, Alameda berth, Sacrifice \$10,000. (408) 457-1315.

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28-FT X 8-FT ST PIERRE DORY oak trim and frames. Fiberglass over plywood. Fresh paint, excellent condition, o/b well, large cabin, no trailer but can deliver. \$3,000 b/o (707) 464-9690.

LANCER 28 - shoal draft keel w/trailer. Excellent condition - sleeps 6, electric head, alcohol stove, 10 hp Honda, autopilot, depth sounder, KM, many extras. Owner willing to finance or trade for real estate. \$13,000. (916) 966-3393.

YAMAHA 25 MK II, 1978 sloop, barient winches, Harken roller furier, Yanmar diesel, epoxy bottom, autohelm, many extras. \$12,000 b/o. Call John 342-6574.

ALOHA 27-FT 1985. Excellent condition, Harken roller furling, all lines aft, DS, KN, VHF, stereo, 150, spinnaker, cockpit cushlons, 10 hp Honda. \$15,000 b/o. (415) 366-3597.

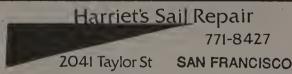
NORDIC FOLKBOAT 25-FT "Nordic Star", US107. Fiberglass hull, good sails, excellent recent survey, o/b motor. \$7,600. Eric 661-6463 or John 735-8931 (eves).

PEARSON ARIEL. 26-ft cruiser. Furling jib, 2speed self-tailers, lines led aft, loran, autohelm, VHF, depth, 8 hp Yamaha, solar ventilator, Bruce & Danforth anchors, double lifelines, boom brake. Reduced to \$7,500. (707) 794-3389 (days), (707) 527-0849 (eves/wknds).

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NEWPORT 27s, 1979 aux. sloop, Atomic-4, UHF, NEWPORT 27**s**, 1979 aux. sloop, Atomic-4, UHF, RDF, 12vdc & 110VAC shore power, roller furling jib, Edson wheel, ground tackle, hauled/paInted Nov. 90. Beautiful teak Int. w/galley, head w/holding tank/shower, sleeps 4-5, 6'4" headroom. UpwInd Sonoma-Marin berth, great bay sailer. \$17,500 or b/o (707) 838-0964.

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CAL 28, 1968 Single-hander, Autohelm 2000, DS, RDF, new VHF, jlbs, maln, spinnaker. Pressure cold water. Dry, clean, comfortable w/space heater in stove hood. \$12,500 or b/o. Call (408) 734-9298.

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NEWPORT 27-FT, 1970 Very good condition. Dodger, VHF, KM, DS, Atomic-4 inboard. Asking \$13,000. Call (415) 829-7365.

COLUMBIA 26 MK II Excellent condition. Just hauled 6/1/91, micron bottom paint, like new o/b, VHF, DS, sleeps 6, 4 sails, very strong, safe, and dry bay boat berth avail. Make reasonable offer to 2 boat owner. Call (408) 253-3985.

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CORONADO 25-FT Great bay boat, reinf. rig, 3 jibs, VHF, compass, 8 hp, o/b, stove, sink, head. \$3,995. (415) 661-5826.

CATALINA 25-FT, 1986 Optional yacht or sall-boat, Honda 10 hp motor, ret. keel, pop-top w/ cover, marine head, holding tank, solar fan, sall covers, boomvang, split backstay, carpet, drapes, cockpit cushlons, safety & handling gear. Sleeps 6, many extras. \$11,500 b/o. (408) 270-7546.

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SANTANA 28-FT, 1978 Dependable inboard Volvo diesel. Salls in good shape, main, 110 and 150. self-tending jib equipment. Wheel, galley, alcohol stove, new head. Hauled in June. Great sailing boat. Motivated seller. Look and let's talk. \$12,900 (209) 823-6908.

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ISLANDER BAHAMA 28-FT, 1983. A Deluxe pocket yacht in top condition. One owner, wheel steering, pedestal compass, Yanmar diesel, VHF, KM, depthmeter, extra jib lapper, full sailaway inventory. All manuals on board. Reduced \$23,000. (415) 547-1186.

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29 TO 31 FEET

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O'DAY 30, 1979. 15 hp Yanmar diesel, great boat w/roomy Interior, all lines lead aft, Ioran, KM, DS, VHF, pressure water, LPG stove/oven, keel stepped mast, 10-ft inflatable available, moving, must sell. \$23,000 b/o. (415) 653-2868 (lv msg).

COLUMBIA 29 MKI, 1961. 6 sails, Monitor windvane, autoheim, SatNav, barbecue, inboard Palmer. Just returned from S. Paclfic. Sailed 3,000 ml. to weather to Baja, CA direct. Ready to go again. Bulletproof pocket cruiser. Moving up. \$15,000 b/o. (415) 644-9412.

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Wheel, stove, heater, KM, digital DF, new VHF, all
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wisehoos. winches. Anchor, etc. etc. \$15,950 372-5690

29-FT BOLGER CRUISING SHARPIE. Designed & built for present owner in 1984 of best available materiels. Survey, complete refit August 1990. Fully equipped for bay & delta crulsing, cat yawfing, tanned sails, 16" draft. \$7,900. Call (415) 798-5985.

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BOMBAY PILOTHOUSE 31-FT. Wheel, Yanmar diesel, Hood roller reefing, battery charger, refrig-erator/freezer AC/DC, depth sounder, VHF, AM/ FM stereo, pressurized h/c water, Metzler life raft, stove/oven, shower. \$37,500. (415) 886-3475.

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1973, CAL 39. Microu bottom paint, folding prop, jibs #1-#4, 2 spin, maln In good shape, halyards led aft, digital DS, Speedo, VHF, 2 compasses, alcohol oven/stove, Atomic 4, 1990 class champ. \$17,000 b/o. 332-7521.

TARTAN 30, 1979. Fully equipped for single handling, with all lines led aft to ST winches, roller furling, autohelm. Low mileage, never raced, excellent condition. \$25,000 b/o. (415) 527-3507.

NEWPORT 30, 1971. Well equipped older boat in excellent condition. Atomic 4, Spinnaker, storm sail. Enjoy the ocean, bay, or delta. Berthed in San Rafael. \$16,500. Sale or trade for 4x4 crulse vehicle or ? (415) 383-1950.

CATALINA 30, 1979. Atomic 4 engine, very ver clean, new sail, new furiing, 2 jibs, 110 & 150 KM, DS, stereo, VHF, pedestal steering, Martech prop dodger. Cockpit cushions, battery charger, refrigeration, microwave, delta boat. Many more extras. \$29,000. (415) 757-1889.

CATALINA 30, 1976. Standard rig, full spinna-ker, 110, 120, 150, DS, KM, VHF, LRN, refrigeration, hot press. water, stereo, microwave, new interior. Won Catalina race. Must see. \$19,900. (415) 977-4735 (days), (415) 838-9048 (eves).

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J-29 masthead rig w/diesel, 8 sails, Singet system 1000 knot/depth, VHF, loran, fared keel, new Awlgrip hullsides, new baltoplate bottom, new running rigging, beautiful & fast boat. \$28,000 (713) 474-7533.

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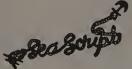
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CATALINA 30-FT, 1980 Full-batten main, 2 jibs, WS, KM, DS, VHF, new custom interior, LPU mast, new standing rigging, 100% teak covers, Alpine stereo, 4 speakers, dodger, liveaboard equipped, better than new, 3 pages of gear. Must see. \$34,000 (415) 934-8864.

PEARSON 30-FT, 1979 atomic 4 w/200 hrs., VHF, KM, DS, AM/FM cassette radio, diesel force 10 heater, AC refng. H/C pressure water, pedestal steering, solar panes, spinnaker, haled very clean boat. \$15,500 b/o. (408) 426-9481.

CATALINA 30, 1980 Like new condition. Diesel, pedestal steering, VHF, depth KL, wind speed, cockpit cushions, self furling jib, moving up. Priced for quick sale. \$24,000. Call (415) 672-4433.

SANTANA 30 Sleek, fast, beautiful. Tall rig, deep keel, 7 bags, 7 winches, Volvo diesel, folding prop, VHF, KM, DS, compass, Ioran, autohelm, varnished interior, teak and holly sole, enclosed head, holding tank. \$24,950. (916) 933-5795 (hm), (916) 863-0801 (wk).

LANCER 29, 1978. Yanmar diesel, wheel steering, self-tailing winches, lines led aft, VHF, fatho, compass, alcohol stove, roomy teak interior sleeps 5, standing headroom, enclosed head. Full survey & bottom paint '90. Reduced to \$15,000. (415) 886-6170.

30-FTISLANDER BAHAMA, 1980. Great design in excellent condition, pressure water, sleeps 5, wheel steering, North sails, diesel w/racer, stereo, cockpit cushions, new varnish inside, DS, KM, VHF, upgrade rigging & lights. \$24,900. (415) 937-5074 (eves), (415) 945-1414 (days).

OLSON 29. Built at Pacific Boatworks, hull #8. Very well-equipped, it's fast & fun, 13 bags of sails, successful race record. \$32,000. (707)

30-FT COLUMBIA SLOOP New Yanmar diesel, sails, head, propane stove, new interior, wired for 115V AC & 12V DC, keel and mast available, need attachment, sleeps 5, on trailer in Sausalito. Illness forces sale. (415) 388-4368.

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COLUMBIA 29 Excellent bay boat. New main, new jib, rebuilt englne, VHS, DS, heater, good condition, stable full keel. \$11,500. 892-0714 (days), 897-7390 (eves).

WILDERNESS 30 CUSTOM, 1982 Hullworks built, double spreader rig by Ballenger, Yanmar diesel, VHF, KM, depthmeter. Beautifully trimmed in teak w/custom Brunzeel Interior. Deeper, heavier keel. Great bay boat. \$18,000 b/o. (209) 545-2583.

CAL 2-29, 1978 2 cyl. 18 hp diesel roller furling, dodger VHF, DS, loran, AP, pressure water, wheel steering. No blisters on hull.\$18,000. Call (707)557-7783.

1983 HUNTER 31-FT Excellent cond. Yanmar diesel, good sail inventory, VHF, RDF, updated wind, speed & DS. Compass, 2 anchors. New bottom paint. Great for Bay and coastal cruising. Asking \$33,000. (707) 823-9669 (lv.msg).

RAWSON 30-FT SLOOP Working sails & drifter, diesel Volvo MD2B butane stove w/oven, anchor winch, CQR 25lbs, VHF,VDO, 2 DS's. Asking \$18,000 b/o. (916) 872-9037.

TRAILERABLE 31-FT BY 8-1/2-FT 1986 Custom motorsailer, 33 hp diesel, pilot, full instruments, radar, roller furling, 3 sails, 2-speed winches, refer, FSC, shower, anchor winch, trailer. Survey 5/28/91.\$50,000. Asking \$37,000 b/o. Trade class A motor home. (707) 464-5691.

PEARSON 30. Volvo diesel, Ioran, VHF, WS, wind indicator, DS, roller furling, dodger. \$22,000 or trade +cash for bigger boat. (415) 592-7886.

1978 30-FT CATALINA. Custom rigging, barient winches, 2 jibs 150, 110, spinnaker & rigging, wind direction/speed, depth, loran C, pedestal steering, pressure water, CNG stove/oven, many extras. \$26,000. Must sell. (415) 873-6648 (lv msg).

COLUMBIA 29 SLOOP, 1966. Fiberglass hull w/ enough wood trim to be prettyl Good sails (2 mains plus jib, genoa & spinnaker). Atomic 4 engine. Galley, dinette, sleeps 5-6. Head w/ holding tank. \$10,000. (415) 824-8362.

HUNTER 31, 1984. Club jib, 110, 130 Mylar, 3/4 oz. tri-radial spinnaker, 2 mains. Depth, speed, Micrologic loran, stereo, h/c water. Excellently maintained. \$39,500. (209) 524-3669.

CORONADO 30-FT, 1974 mist sell, leaving country. Palmer 4-cyl gas engine, 2 jib sails, dodger, compass, alcohol stove, VHF radio, sleeps 6, very clean and well maintained, recently hauled out, ample headroom, good bay and delta boat. \$10,000. Call (415) 763-9960. RANGER 29-FT, 1973 fully equipped & good condition. See ad in July Latitude for details. Price negotiable. (707) 426-5823 (lv msg).

ISLANDER BAHAMA 24, 4 hp Johnson o/b. \$3,650. 468-4423.

1985, CATALINA 30 Universal M25, new running rigging/shrouds, salls refurbed 5/91, s/t winches, storm curtains, 11/90 epoxy bottom, sailing dinghy, AP, KL, DS, VHF, CNG, oven/stove, H/C pressure water, TV, VCR, stereo, very clean, \$33,900/offers. (408) 745-8847 (msg).

CATALINA 30-FT, 1981 1/4 ownership, Brisbane berth, sleeps seven, wheel steering, refitting mast, boom, rigging, new main & jib, 150 genoa, all digital electronics, VHF radio/phone, Atomic 4 with freshwater flush, enclosed head, stove & oven, curtained, carpeted. \$8,500 (415) 941-0536.

30-FT U.S. YACHT, 1980 Volvo diesel, pedestal steering, VHF, pressurized H/C water, stove, shower, new batteries, BBC FM stereo, Bruce anchor, roller furling jib, teak interior, transferable marina slip, well maintained. Relocating. \$18,500 b/o (415) 865-2601.

CATALINA 30-FT, 1982 Universal diesel, selffurling jib, new storm jib, CNG stove, refngeration, H/C pressure water, shower, dodger, wheel, KM/ DS, battery charger, dlesel heater, 2-speed winches, VHF, epoxy bottom, extra vents, new batteries, cockpit cushions, \$28,995. Call (415) 582-3071 (lv msg).

ERICSON 29 SLOOP "HERITAGE". Excellent S.F. Bay cruiser or racer. Popular boat, well-maintained, excellent value. Motivated seller has purchased larger boat. VHF, DS, 3 jibs: 90, 120, 150, plus beautiful spinnaker. New bottom paint, spacious cabin w/6'2" headroom has 2 double berths. Comfortably sleeps 6 adults. Alameda location. Asking \$16,000. Great buy! Call (408) 847-2946, (408) 778-1741.

PEARSON TRITON, BERKELEY 28-1/2-ft classic pocket cruiser/racer. Well equipped, maintained. Includes sportsyak dinghy. \$13,750. (415)

SAN JUAN 30, 1977 Excellent condition. New interior, Atomic-4 W/Martec prop., sail controls led aft to control bridge, full instrumentation, VHF, 8winches, LP paint, pressure water, 8-salls, hood furler. \$21,500 or acceptable offer. Call (702) 329-5626 or (702) 853-1588.

BRISTOL 30, 1973 Volvo MD2B, hauled May '91 (no blisters) KM,VHF, RDF, loran w/remote helm station, AM/FM cass, pressure water, dodger w/ bimini top. New: Harken roller furling, bow & stern pulpits, magma L/P BBQ, horseshoe bouy, autohelm 3000, standing rigging. Wheel steering, S&L windlass, 35 lbs CQR spreader lights, Achilles inflatable + much more. Excellent cond. & ready for Mexico or Hawaii. You won't believe. I'll take b/o over \$21,000. Jay (415) 778-6428 or (415) 779-4769 (lv msg).

Jim Kennedy

CAL 29 "WHEREWOLF" Moving, must sell. Recent awlgrip, blister repair, A/C, VHF, DS, Speedo, stereo, alcohol stove/oven, batt. charger, anchor, over-sized, upper shrouds, custom interior, jibs #1-4, 2 spin, folding prop Atomlc-4, 1990 class champ, 1991 single-hand winner. Win/cruise comfortably. \$15,000 b/o 332-7521.

CATALINA 30-FT, 1981 Excellent condition, roller furling fib, DS, KM, VHF, pedestal wheel and compass, BBQ, smooth running Atomic-4, spacious cabin, nicely appointed. Recent haul and survey. \$26,000. (408) 356-8764.

1974, CAL 2-29 Excellent condition. New factory diesel, new covers. Teak interior, sleeps 6, wheel steering, tabernacle. \$18,500 b/o. (408) 688-4266.

32 TO 39 FEET

37-FT ALDER COASTWISE CRUISER. Cedar over oak, cutter ng, 1953 Transpac vet. Eligible for Master Mariner. Beautiful classic boat. Very good condition. Port of Redwood City berth. \$34,900. (408) 338-**9**402.

35-FT COLUMBIA 9.6 SLOOP. Sleeps 6, 6-ft headroom, teak interior, double reef main, 3 jibs, spinnaker. Volvo diesel, VHF, compass, depth sounder, pressure water, electric/manual bilge pump, 110v shore power, full galley, new epoxy bottom. Urgentl \$23,000. (916) 823-0190.

EXPRESS 37. North sails, B&G instruments, Ioran, SatNav, single sideband, VHF, autohelm, h/c pressure water, stove w/oven, refingeration, excellent condition, first class equipment, many extras. Berthed Ventura, CA. \$95,000 b/o. (805)

34-FT CAL MARK 11, 1976. Fully equipped, wheel steering, 22 hrs on rebuilt 40 hp diesel, new epoxy bottom, sleeps 6, excellent condition. Ready to cruise or liveaboard. \$33,000 b/o. (415) 383-2117, (415) 381-6424.

SANTANA 35, "DREAM MACHINE", 1988 National champion, also YRA Season champion family racer/cruiser. 40-ft berth at St. Francis on Marina Blvd. (Ultra Prime). \$38,000 spent on upgrades, mast, rudder, boom, new engine, sails. Asking \$43,000. For details, call John Aitken

ERICSON 32-FT, 1974. Refitted, engine overhauled. Rigging redone, in excellent condition. VHF, loran, new in box, wheel steering, stereo, battery charger, etc. \$23,000 b/o or part trade. (213) 393-4321.

WESTSAIL 32, 1985. Well-maintained, good quality throughout. Complete electronics, Aries windvane, Yanmar 33 hp diesel w/low hours. Pressure water, water heater, & shower. New refrigeration. Beautiful teak & mahogany interior. Recent bottom paint. \$49,000. (415) 361-0974.

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32-FT MORGAN, 1979. Fiberglass sloop, Yanmar diesel, AMS autopilot, Adler-Barbour fridge, watermaker, Balmar alternator, 33 lb. Bruce on bow roller, 2 Danforths, manual windlass, much more. Mexico vet. Needs sails. \$28,000. Phone (415) 652-9938 (home), or 272-8315.

WESTSAIL 32. Factory built. Original owner. Documented. All white hull w/red boot and light blue deck. Solid lead ballast. Bright work immacuate. Dodger, bimini, cap rail covers, side panels. New cruising spinnaker and full-cut yankee jib by Hood, genoa with wisker pole, and working sails Perkins engine with 105 amp alternator. Refrig. Cabin heater. VHF. External phone. AC electrical. Stereo. Screened. Sailing dinghy plus Avon inflatable. Two large CQR anchors. Standing rigging replaced and mast, boom and underhull refinished in '87). Ballena Bay. Just hauled in February for bottom paint (2 coats). Best offer mid '40s. Call (408) 942-4245 (days), (415) 735-9221 (eves).

ISLANDER 36, 1979. Excellent cruiser/liveaboard, ivory & white w/royal blue trim, dodger & lee clothes. Interior is mahogany, dark blue velour cushions, teak & holly sole. Wheel steering w/ Autohelm 3000 autopilot, Kenyon wind direction/ windspeed, depth sounder & KM. 27 hp Westerbeke diesel, 2 pairs of deep-cycle batteries, VHF, AM/FM stereo cassette radio, 13° Sony color TV & GE VCR, mahogany-finished cabinets in salon w/cane webbed fronts, CNG range/oven, microwave oven, DC refrigerator, folding doors to Vberth, h/c pressure water, show w/sump, Lectrasan sanitation unit (Coast Guard approved), all ball valves. Berthed at Emery Cove Marina, Emeryville. \$54,500 or 1/2 partnership for \$3,900 and \$300/mo. (415) 753-3607.

ERCISON 35-FT Wheel, refrig, shower, CNG stove w/oven, pressure h/c, loran, fish finder, stereo, battery charger, 1/4 berth, rebuilt engine, Irg. cockpit w/cushions, elec. manual bilge pumps, roller & jiffy reefing, BBQ, dink & seagull, no blisters, good liveaboard. (415) 391-9780. \$28,500.

1973 DREADNAUGHT 32-FT Cutter, offshore veteran w/windvane, SatNav, solar panels, autopilot, drifter, storm sails, MD3B diesel, best Dreadnaught in Florida or California. Call (813) 731-2116 Box 714, Ft. Myers, FL 33901.

34-FT HANS CHRISTIAN, 1977 Loran, VHF, AP, propane stove, refrigeration, diesel heater. Oregon docklocated Pillar Point Harbor. HMB\$57,000

TARTAN 37-FT "One of the most highly regarded cruising boats ever built" (Sail magazine, Feb. 1991) This boat lives up to its reputation. For details, equipment list, and spec sheets, call 399-1204. (Leave name & address on machine). 37' KETCH Take over this building project 98% complete. Heavy glass hull, best quality materials, diesel power. Heavy duty deepwater cruising boat. Call Alex (415) 968-2921.

ERCISON 32-FT, 1986 Excellent condition, 23 hp Universal diesel, VHF, depth, KM, and Alpine stereo. Propane stove, shower with H/C pressurized water. Boat surveyed at \$52,000. Will sell for \$42,000. Call (415) 831-1670.

NEWPORT 33-FT, 1985 Gucci boat, one owner, VHF, loran, knot depth, wind dir/speed, new autohelm 3000, bottom paint, refer, cushions, sail covers. 5 bags, spinn, tabernacled slip In SC will partner. \$45,000. Randy (408) 425-6362.

36-FT ANGLEMAN SEA WITCH "Golden Hind." Gaff ketch, wood hull, teak decks, with 8-ft sailing rowing pram, excellent condition. New: electrical system, diesel heater, sall covers, interior cushions, Avon dinghy & 5 hp Seagull. Located Monterey, CA. \$70,000. (408) 663-5163.

WINDJAMMER 34-FT Fiberglass flush deck cutter. 42'6" L.O.A. Launched 1982. Volvo, Aires vane, autopilot, Mag. SatNav Kenwood Hamradio, dodger, etc. etc. So. Pac. vet. Truly one of a kind world cruiser. Load & go. \$75,000. S.B. slip available. (805) 966-6907.

35-FT CUSTOM STEEL CUTTER Merritt Walter designed double-ender, 32 hp diesel, cherry wood interior, extensive equipment list, Bristol condition. \$48,000. Call Ken (415) 428-4023.

ALDEN CHALLENGER YAWL 38-FT, 1963 Westerbeke 33, VHF, Ioran, keel-centerboard, new fiberglass-epoxy bottom, 10 sails, AP, fire-place, beautiful wood interior done in Denmark, dodger, full boat cover. Lloyd's certificate-a quality cruiser. Documented. \$49,500. Call (707)

ONLY ONE ON THE BAY 1978 Ta Shing FD-37 Seachief, sleek custom built sloop. Fast cruiser. Volvo diesel, sail drive, VHF, KT, DF, autopilot, stereo, refrigeration, CNG stove/oven. Berthed Alameda. Asking \$54,900. 521-7855.

TAYANA '37 great for liveaboard and cruising. Loaded. Ioran, windvane, stereo, VHF, new dodger, h/c pressure water, etc. \$70,000 firm. Call Cindy (415) 578-9244.

ISLANDER 36. Very clean in & out. Well-caredfor. Diesel, 4 sails, alcohol stove, fridge, h/c pressure water, VHF. Just hauled - no blisters. \$40,000. (415) 332-8731.

J 3512 shore sails, B & G instruments, sail comp w/ 2 displays, VHF, loran, stereo, modified interior, fared keel, new baltoplate bottom, proven winner, very clean & fast. J-35 \$75,000. (713)

CREALOCK 37, 1978. Beautiful boat! World cruise cut short by illness. Just back from Mexico, "Clarity" is ready & loves to travel. New in 1989: Yanmar engine, Raytheon R-20 radar, electric windlass, Harken roller furler, Avon dinghy, Nissan 8 hp o/b, instruments, dodger & extension & Forespar rigid vang. Also has Alfa Marine 4000 autopilot, Aries windvane, 3 anchors w/chain, engine driven refrigeration, 6 sails, Magnavox SatNav & spare parts inventory. Much more. \$109,500. (503) 899-7564.

COLUMBIA 32-FT, 1966 505 FG \$7,000 b/o. (408) 426-9481.

NAUTICAT MOTORSAILER 33-FT Pilothouse ketch, highest Scandinavian quality. Spacious and comfortable with very high WAF (Wife Acceptance Factor). Intelligent cruising combination of reliable powerful diesel and lots of sail. Immaculate condition, loaded. Delta location. Call Ron (408) 996-0591.

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RUSTLER 32-FT, 1968 Bluewater, full keel sloop, meticulously cared for and protected by full boat cover. Easily single-handed with autohelm, self-tailing winches, windlass, Aries windvane, 7 sets of sails and double wisker poles. Also includes Volvo diesel, RDF, VHF, propane stove/oven, hard dinghy with sails, Avon with Seagull and much more. A great Bay boat, too. Owner moving out of area, \$30,000 b/o. (415) 276-3522.

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1936 FLUSH DECK CUTTER 32' x 10 x 6 draft newframes, floors, horn timber, some new planks, mast repainted & ready for new rigging (bought but not installed), wood stove, anchors, kero lites. No interior, needs finishing. \$2,500. Call (707) 642-3553

FUJI 32' CUTTER, 1977 Great for coastal, bay and delta cruising. 40 hp diesel, roller furling jib, h/c pressure water, CNG stove w/oven, shore power w/charger. \$32,500. (415) 435-3902,

32-FT CLIPPER MARINE, 1976 Great family bay cruiser. Large, dry, center cockpit, fiberglass sloop with 3-1/2' draft. Simple rig, wheel steering w/binnacle, 15 hp auxiliary. Includes large compass, ground tackle, 110 volt wiring, h/c pressure water, shower, ice box, VHF, stereo. Sleeps two adults in aft cabin, two in v-berth, two in dinette. DS, KM, and stove need work, otherwise in great shape. Lying Oyster Point. Bigger boat coming. Asking \$14,500. Call Charles (415) 856-6941.

WILLARD 8-TON, 1977 35-ft Crealock-designed, full-keel cruising cutter. Well maintained with extensive refitting that includes epoxy bottom, new cooling systems. New rigging, hoses, and wiring. 6 sails, 40 hp Pisces diesel. Radar, monitor, loran. \$35,000. (415) 849-0631.

ARIES 32, 1980 Original owner. 4 head sails, dodger, DS, VHF, cabin heater, shipmate propane stove w/oven, 6'8" pram, Westerbeke diesel (415) 343-6738 \$30,000.

CATALINA 38 Best 38 on the bay. Extra winches, set up for short handed sailing 7 sails, LNG diesel, loran + club jib. Sparkman & Stevens design equals fast and comfortable salling. Owner must sell. Asking \$43,000 (415) 256-6690 (days) or 820-4288.

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ALAN GURNEY 35-FT, ALANI Beautiful full keel wooden sloop in immaculate condition. Buy this boat, cruise to the yacht club and turn some heads. Honduras mahogany on oak frames. \$45,000. Chris (415)331-1200 or (415)331-1444.

1986 VANCOUVER 32-FT PILOT CUTTER A rare find, this cruiser is lying in Florida and can be delivered to bay area. Boat is in excellent condition. Serious inquirers can see sistership in Sausalito. \$76,000 firm. (415) 331-2393.

79 ENDEAVOR 32 SLOOP. Full galley/head, sleeps 6, great cruising, just hauled, cleaned out, surveyed. Let's go for balance of contract - mid 20's. You'll love this great boat. Call Jim or Nancy 829-6060 (days), 846-0794 (eves).

34-FT COLUMBIA MKII New awlgrip epoxy job. 110/12 volt refrig/freezer. Alcohol stove full galley & head, depth finder, KM, VHF, sleeps 7, palmer 4 cyl eng. getting married Oct 5. I need fast sale. \$23,500 b/o Dan (415) 634-2443.

33-FT TARTAN TEN. Well-maintained racer/ cruiser. Fully equipped. Motivated seller. \$18,000 b/o (415) 439-2150.

CATALINA 36, 1986. Loaded, roller furling jib, knot, log, DF, wind, stereo, Furuno radar/loran, CNG, stove/oven w/extra tank. \$63,000. (408) 371-7266, (408) 866-9220 (eves).

36-FT LOD CUTTER Wooden double-ender, built 1977. Bronze fastened, tanbark sails. Perkins diesel, propane stove, marine head. \$8,500. (916) 873-4387.



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ERICSON 35, 1970 Excellent cond. Teak/holly sole, KZ double headfoil, all lines to cockpit, modified rudder & keel, new Standard depth, new speedo, apparent wind and wind speed, autobelm, hydraulic backstay, stereo w/equalizer, bottom paint July '90. \$38,00 b/o (415) 383-5347.

TAYANA 37. Sell or trade down in size. 1978 w/ Perkins 4-t 08, compass, VHF, RDF, DS. Great boat but I am moving on land. \$70,000 firm, or trade down to 22 to 27-ft boat. Call Kirk 763-4164, 657-9821.

34 LOD, 46 LOA S&S YAWL. Cruised extensively, Master Mariner Regatta this year. Fir on oak, bronze fittings, teak trim, new decks. Electronics, Perkins 4-107, hauled yearly. Ready to go. Must sell. \$19,500 b/o. (415) 365-9257.

ISLANDER FREEPORT 36-FT, 1981 Ideal roomy liveaboard w/doghouse, wheel, RR-jib, self-tailing winches, Bowmar diesel, rebuilt Adler Barbor, dodger, h/c/ pressure. Recent survey. Includes liveaboard slip in Alameda. \$70,000 b/o. (415) 865-1084

FANTASIA 35. This is probably the nicest one you will find. Robert Harris skeg/rudder underbody, Edson pull/pull steering, aluminum spars, 33 hp Yanmar diesel, Sayes wind vane, 1 refrig & t Technautics refrig/freezer, davits, dodger, 8-ft sailing dinghy, Hood roller reefing & more. Great world cruiser &/or liveaboard w/excellent cruising interior layout. One owner. \$67,500. Ventura (805) 984-0615 (lv msg).

32-FT VANCOUVER PILOTHOUSE CUTTER, 1986 Built by Tayana. Yanmar 27 hp, 2 staterooms, 2 helms, VHF, Ioran, AP, sight smartpak, stereo, refrig., 5 hp w/Zodiac tender. \$67,000. (213) 306-8429.

33-FT TARTAN with Scheel keel. Excellent sailing boat w/diesel inboard. Fractional rig. Seller motivated. \$50,990. Call Cherie (619) 224-2349.

35-FT CORONADO SLOOP, 1973 All comforts for liveaboard or cruising. Hauled, bottom paint, and good survey report, May '91. 22 hp Albin diesel, club jib. Sleeps 6 in tri-cabin privacy. Asking \$32,000. (707) 226-3017.

MORGAN 32-FT, 1983 Like new cond. inside/out, 3/91 hauled, surveyed, bottom painted, 2 headsails, Yanmar 3 cyl. freshwater cooled eng. Roomy interior, great liveaboard, many extras. Call for details/info. Must sell quickly due to divorce. \$32,750. Paul (415) 726-2979.

RANGER 33, 1978. Hauled out 7/25. Must sell nowl Well-maintained. Gary Mullracer/cruiser w/ the lines of a classic yacht. Fast & responsive. Wheel steering, self-tailing barient winches, Universal diesel, North sails - main, 70% (never used), 1t0, 150, 3/4 oz. spinnaker (never used). Stereo, heater, CNG stove & oven, microwave, AC/DC, h/c pressure water. Signet meters (depth, speed, wind dir. speed), ICOM VHF. Awning, cockpit cushions, etc. Lots of fun! SSF berth. \$27,000. (408) 736-8358.

ARIES 32-FT DOUBLE-ENDER Full keel, heavy weather sloop. Well kept w/new Perkins diesel, all new rigging, new batteries & charger, new head, new pumps + more. All teak interior, recent survey. Move forces sale. First 26,500 takes her. (415) 331-6167.

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ARIES 32-FT 1981-82, Diesel, alum. mast, recently painted bottom, Hood jib furler, dodger, like new spanker & 135 genoa, lots of new/like new cruising equip. Very rugged offshore sloop. Sausalito berth. Asking \$32,000. (415) 331-3095 (days), (415) 381-1049 (eves). Make offer.

35-FT CHRIS CRAFT MOTORSAILER, S & S design, sloop rigged, center cockpit, fore/aft cabins, new interior, new fuel tanks, dodger, loran. Excl. cond., Great bay/off-shore. \$75,000. Call 777-2275.

36-FTISLANDER, 1979 Diesel, furling jib, dodger, autopilot, Ioran, new batteries/bilge pump. Hauled and new bottom paint July '91. \$44,000. Call 692-6874 (wkdys), 77-2275 (wknd/eves).

38-FT INGRID (launched 1984). Double-ended, glass hull & deck. Equipped w/full set of sails & electronics, Avon, Monitor self-steering system. (Owner will carry paper w/a good down payment.) Asking \$53,000. (415) 388-2416.

ISLANDER 36-FT w/condo slip#4 loc. at Portobello Marina, Embarcadero W. at OakSt., Oakland. Cutter rigged vessel, dodger, chain anchor. sys., P4t 08 dsl, 8 barients, signent gages, epoxy bottom, lead keel & more. Call for list. \$79,950. (4t5) 763-0512 (eves to 11pm).

TRAVELER 32-FT, 1989 Mexico vet. Ready to again. Built by Stone. Radar, Ioran, SatNav, solar panel, wind, depth, knot, log, cruising, spinnaker, dinghy, motor, EPIRB, North FB main, dodger, Profurl jib furling. Much more. \$58,000. (408) 942-6866.

RANGER 33-FT Well maintained. Epoxy bottom, wheel steering, dodger, recent engine work, Force to, shore power, new underwater gear. Financing through owner avail. \$22,500. Many extras. Danny (408) 374-2899 (hm), (408) 371-6681 (wk).

SWIFT 33-FT, 1979 This liveaboard, cruising sloop has a certificate of construction from Lloyd's shipping registry. She has been owned and maintained by the original owner. Equipment includes Sutter & Hood main salls, Hood 100% headsail, Sutter t 20% genoa, Sutter multi-color radial headsail, 6 person Avon canister life pod, 55 channel radio, depth, knot, wind instrument, ADF, RDF, Ioran C, EPIRB, dodger, wheel steering, Volvo Penta engine and much more. \$50,000. (415) 892-8142, (916) 587-8464.

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"THE PETERSON 44, is a West Coast dream cruiser" (Sea, May 1987) 2 staterooms w/heads, 2 ovens, microwave, w/d, heated closets, much storage. Autohelm, 2.2kw gen., Cybernet stereo. Newrlgging, epoxy bottom, 500 eng.hrs. \$96,000. (408) 447-5505 (days).

K43-43 FT KETTENBERG wooden sloop. 50 hp Perkins diesel, full electronics, Bendix autopilot, Avon emergency liferaft, Zodiac dinghy, nearly new sails, full boat cover, propane stove and oven. Berthed at Monterey new Marina. \$49,000. Call (418) 626-14t t. STRONG STEEL WORLD CRUISER 40-FT identical to Northern Light of Joshua, round bilge hull, full keel, simple exotic accommodations, good cruising inventory. Sale value \$75,000. Delivery anywhere or rent for sailing expedition in Antarctica or Cap Horn. (415) 331-3215 (msg) 5-8pm only.

43-FT HANS CHRISTIAN Rare performance underbody w/ Mark II layout, ketch. Ideal bluewater, easily handled by 2. Loaded w/gear, sails etc. Marble table, wood fireplace. 12 winches, custom cockpit and fittings below. Sailing skiff. Ready for voyage in comfort/style. \$138,500. Call (415) 331-0723.

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WILLARD 40. Pilothouse motor vessel. 3000 mile range at 1 GPH. Outstanding condition and ready for sea. Photo & equip. List on request. Call (408) 457-8746.

VALIANT 40, 1979. Great condition/loaded. Magnavox SatNav, Trimble loran, Raytheon radar. AC & engine driven cold plate refrigeration. Electric windlass, dinghy, 2 o/b, EPIRB, 6-man liferaft, 5 anchors. Mexico, Carib., Hawaii vet. Charts. \$95,000 or no down, take over \$1,490/mo payments. 772-0400 (days), 339-1088 (eves).

48-FT MAPLELEAF, 1974. t 00 hp aux, 7.5kw gen., 3 headsails, 2 main, 1 cruising spinnaker. 2 staterooms, 2 heads, 1 w/shower. Lg freezer & refrigerator. Good liveaboard & sailing sloop. 350 gal. each fuel & H2O tanks. Asking \$99,000. 769-1932 in Alameda.

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42-FT JUNK SCHOONER "MIGRANT" built by Covin In 1971. \$50,000 refit 1984-5. Corten steel. Aluminum masts. Edson worm steering, freezer, hydraulic winch. Cruised 80,000 miles. Located Gig Harbor, \$85,000. Call Dick Johnson (206) 851-7244. Write 3419 Harborview, Gig Harbor, WA 98335.

40-FT SEA WOLF KETCH, 1976. Garden design, F/G, original owners and in Bristol condition. New masts and rigging, Perkins 4-108, fully equipped cruising vet. Too much gear to list. Start your Pacific adventure from Hawaii. Leave message for Lindsay (808) 842-3084. \$65,000.

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65-FT JUNK RIGGED MOTORSAILER. Caterpillar diesel, Onan electric power plant, bath tub, Paloma heater, 600 gal. water tank, spaclous liveaboard. Sacrifice \$45,000. (415) 332-2707.

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ONE WIFE, TWO BOATS Santana 525 - New mast & rigging, new Pineapple main, spare main, mylar genoapineapple, 110, 150, spinnaker/gear. Porta-potti, AM/FM cass. w/power booster, anchor KM, compass, bow & stern pulpits w/life lines. Nav lights, life vests. Must sell. Call (916) 333-1586 (wk) (916) 333-1657 (hm).

51-FT FORMOSA 1980. Excellent condition, just returned from Mexico. Radar, GPS, VHF, SSB, EPIRB, liferaft, remote autopilot, convertible cockpit enclosure, generator, inverter, extra duty charging and battery system, SCUBA compressor, heavy duty davits, refrigeration, spare parts. (Trade?) \$119,000. (805) 687-4700.

54-FT FIBERGLASS PROJECT boat by Bruce King design, hull by Islander. Could be completed in several months. Needs ketch rig and misc. finishing touches. Comfortable, nicely finished interior. Burned-out owner has too many commitments. Asking \$55,000. (707) 445-4664.

TAYANA 52. Sistership to Lowell Norths "Wanago". Completed 10/89 & commissioned 1/90. Fresh bottom paint, roller furling Yankee & staysail, radar, SatNav, Ioran, VHF, Harn/SSB, Data Link system, AP, weather fax, sport boat with o/b, 6-person liferaft, generator/watermaker, stereo, TV/ VCR, BBQ, microwave, anchor windlass, Heart Interface, ice maker, refrigeration, Pineapple cruising spinnaker, custom fitted bedding, much more stuff. Ready to go anywhere. Custom four double cabin layout. Must sell. \$295,000. Call Robert Nickel (916) 626-4444.

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50-FT TRIMARAN Well made, steel cross-arms, very fast stable sailing, flush decks, 3 spinnakers, diesel, great liveaboard, Emeryville slip, TV, shower, phone, easy conversion to cruiser, set-up to single hand, draws 32", \$79,000. Jesse (408) 688-3674, (408) 685-1106.

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25-FT SPIDSGATTER DOUBLE-ENDER Full keel original anchor & oil lantem, all mahogany cabin & cockpit. Fast & heavy. Full boat cover inboard motor, double & single berths, head & galley A-1, 30 yr owner, lots of storage. \$18,000 b/o (415)

32-FT ATKINS ERIC, 1956 ketch., mahogany/oak, Yanmar '88, ocean proven, excellent cruising vessel, 9 bags sails, autohelm 2000, Aries vane, propane stove, force 10 kero heater, 3 anchors, rode/chain/more. \$24,000. for Jo (415) 771-5613. (ly msg).

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CUSTOM 1-BEDROOM, 1-1/2 bath, two level, cedar/redwood finished interior, all electric, Jenn-Aire stove top, micro, radiant/convection oven, Kitchen Aid dishwasher, garbage disposal, builtin food processor, two fireplaces, Halo track lighting, skylights, spiral staircase, Louverdrapes, City approved water/sewage. \$151,500/will neg. (415)

HOUSEBOAT FOR SALE 42' x 16', 2 sty, 1-1/2 bedrooms, fireplace, tile bathroom & kitchen, deck, skylight, bubble windows, open beam ceiling, wall to wall carpets, insulated, utility room, appliances (including washer & dryer). \$60,000. Call Linda. (916) 777-5242.

LIVE ON FRESH WATER 44' deepwater dock in the Calif. delta with nearly new 1750 sq.ft. execu-tive style house. Ceramic tile floors throughout. Completely detailed with all the low maintenance of a condo without the condo restrictions. \$349,950. (415) 684-9619 or (415) 634-0154.

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AVAILABLE S-2 35C 1/4 PARTNERSHIP Great opportunity. 1/4 interest only \$15,000. + expenses, 1987 35-FT center cockpit S2 sloop, super fine aft owners cabin, congenial partners, exceptional Sausalito berth, great floorplan, low maintenance yacht (if there is such a thing), easy to sail, looking for long term arrangement with qualified sailor. Get more sailing for less \$ invested. Also, long term cruising possibilities? Dave (916) 888-0141 after Aug.1.

CENTURION 42, 1987. Two 1/4 partnerships are available in this luxurious yacht built by Henri Wacquiez. Sausalito berth, professionally maintained, all amenities, like new condition. Two professionals looking for 2 more experienced sailors. Call Gordon for details (415) 653-5727 (eves)

TRADE

35-FT STEEL KETCH, in exchange for maintenance & berthing fee + insurance, liveaboard possible after transfer. 383-6831.

TRADE AUTOPARTS BUSINESS in small Northern Calif. town for cruising sailboat 50 to 60-ft.

SALE OR TRADE OUR BEAUTIFUL HOME in San Jose, Costa Rica valued \$65,000 for a 38 to 50-FT ocean going sailboat in good condition or repairable one. Boat w/pilothouse very much preferred. Call Michael details (707) 996-3718

SALE OR TRADE 40-FT HUNTER SL 1987 full galley, 2 heads, VHF, 4 man emergency survival raft. \$86,000 or trade for motor home of equal value. For details write Dr. Girton, 30155 Palomares Rd., Castro Va., Ca. 94552.

TRADE YOUR CRUISING EQUITY into business equity. Bicycle tool designer would like to trade small but growing business for a cruising 34'-38' double-ender. Tools are not a factirem. It is a world market. M.T.P., 4010 Bodesa, Petaluma, Ca 94952-1201.

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CASH FOR NAUTICAL ANTIQUES. Telegraphs, binnacles, diving helmets, telescopes, wheels, instruments, etc. One itemor a collection. Serious collector. House calls. Call Stu (415) 523-1089.

MAST, WOOD OR ALUMINUM Length 64.5 ft, Alcross section min. 5" x 9", wood cross section 6" x 8", with spreaders uppers & lowers and upper shives. Call Russ (415) 584-4366.

LIVEABOARD WANTED Professional single female seeks houseboat or motorboat in San Mateo County. No drugs, smoking or pets. Responsible. No boating privileges desired. Call Sandra (415) 594-1180 or (415) 508-0573.

BROWN SEARUNNER 34 OR 37-FT w/diesel inboard. Cosmetics or sails no problem as long as boat is sound. Bill (916) 622-6891.

FLARE PISTOL, 25MM, Sturdy, long barrel. Wind generators, ampair type, wheel type, backstay adjuster. Call Andrew (415) 726-2560.

LIVEABOARD WANTED Professional single male contractor seeks liveaboard. Willing to exchange maintenance, remodeling, for slip fees/rental. Ultimately seek rent to own, or make payments. No drugs or alcohol. Quiet, neat, responsible. References available. Call Craig (415) 921-8201. Sailing privileges not required.

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DONATE YOUR OCEAN CRUISING YACHT Substantial tax benefits. American Society for Environmental Education or trade for exclusive Sea of Cortez beach front property near La Paz. Call 474-2333 or 331-0120.

USED FOULWEATHER GEAR in good condition for 6'2" male, 185 lbs., shoe size 10-1/2. Trying to keepwarm on a small budget. Bill (415) 383-8521.

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NEED 18 TO 25 HP marine diesel, used or new, might consider an Atomic four direct drive. Send or fax information to R. Dale Long, P.O. Box 370, Pago, Pago, AS 96799. Fax (684) 633-4864.

SAILBOAT 38' OR MORE. Have 20% down, will assume mortgage or owner carry paper. 3 year payoff. Ron (209) 942-3963.

INTERESTED IN A 30 TO 40-FT liveaboard cruiser. Prefer a sturdy, full keel cutter in fiberglass or steel. Have cash and/or Brazilian gemstones for all or part. Keith (415) 775-6330.

CRUISING GEAR WANTED Windvane, AP, inflatable dinghy with o/b, watermaker, liferatt, whisker pole, SSB/HAM radio, Mexico charts, EPIRB, radar, storm sails, etc. (408) 688-7251.

MOTORSAILOR 50 TO 75-FT, liveaboard, wood construction, diesel power for 8 to 10 knots. Must be immaculate condition including radar SatNav, loran, AP. No brokers. Send price survey report photographs to A. Bastiaanse, 1587 Chestnut St., San Francisco, CA 94123. (415) 776-4918.

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TRAILER FOR FLICKA sailboat. Quality condition only. will trade my swing keel CAL 21 with trailer. See ad other section. Daryl (408) 476-6863,

WAREHOUSE, BUILDING, ETC. and dock space needed. Prefer SF area. Boat yard okay. Sale or lease, let's talk. Al 365-7671.

USED GEAR

HONDA 75, 7.5 HP o/b with batt. chrgr. Four cycle, long shaft, runs great. Asking \$620. Call

LOTS OF GOOD STUFF CNG Range, bottles, regulator; Danforth & Fortress anchors, rode, Alumast, boom & rig (I=55,E=17), spinnaker poles (J-21 can be shortened), 3 spinnakers (1/2 oz., 2 of 3/4 oz.), Martec 18x11x1 folding prop, Lewmar winches, 40's thru 65's, SS 25 gal fuel tank, new Datamarine depth, knot/log w/repeater, wind point & speed, Zodiac & Suzuki o/b, rebuilt Perkins 4-154 bobtail w/full instruments & dual Racors, MOB poles. Call (415) 521-4942 after 7pm.

FOLDING PROP MARTEC ELLIPTEC Counter clockwise rotation (viewed aft of prop), 18" diameter, 12 pitch. Was on 30 hp diesel, 1" shaft, 1/4" keyway, 3/4" nut, 10 threads/inch. Beautiful, polished condition, asking \$350. Emie (415)226-1183 (days), (415) 791-5194 (eves).

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HYDROVANE Major part appears unused. No knowledge of which part of the whole mechanism

SAILS: 2 mylar blades by Sutter sails, from Ericson 35, one 39' luff, 16-ft, one 39' luff, 19-ft. Real good shape \$500 each or \$800 for both. Patri (415) 883-6317.

SAILOMAT WINDVANE in good condition operating condition. Only lightly used. \$750. Ben Turner (805) 642-6865 or write 439 Appian Way, Ventura, Ca. 93003.

JIB LUFF 36-FT foot 15'6", boom 12'3", sail cover, sheeting blocks included. Originally for Newport 41. \$150 b/o Patrick 322-6611 (days).

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N-30 III MAINSAIL UK 3 reefs, flattener, fast & strong, used 8 times. \$600. Autohelm 1000, \$225. Bruce 22, 5/16 chain, 300' 5/8 nylon, \$150. CNG cylinder \$100. 2 safety harnesses. Horseshoe bouy, 3 fenders, BBQ, brass camp, 12 volt TV, (408) 289-1226.

ELLIOT OFFSHORE LIFERAFT 4 man, new, \$3,000. 200', 5/16" ACCO Hitest chain, \$400. 33lb Bruce anchor, \$150. Arco M-65 solar panel, \$250. (408) 429-1764.

BOWSPRIT/PLATFORM, w/rlr from Pearson 323, VHF radio, two Jensen speakers, mtd, offers. 2 stoves, 1 2-burner alcohol, w/gimbals, 2-burner kerosene, drop-in counter top, \$50 each. Mainsfield head, \$50. Holding tank w/macerator, bottle, etc., offers. O/B, TAS 1 hp, \$25. Misc. gear, paddle/oars, bumpers, cabin lamp oil, vacuum, BBQ chest, bar bells, turn buckle covers - cheap. Call Harvey 236-4421 (eves).

SATNAV Startrack professional model by Radar Devices. Brand new box. List price \$2,400. Asking \$995. Spinnaker pole-Nicrofico 12' 2 1/4", piton ends brand new. List price \$385. Asking \$195. Dodger-6' span S/S framing, used Asking \$95. (415) 726-2560.

SPINNAKER POLE Harken Barbarrosa 13-1/2'x 3-1/2"d, \$300. Jib sail B&C 2.2 oz. dacron drifter for 3/4 tonner, 42' x 40' x 22', \$250. Martec folding prop 3/4" shaft size for Atomic four, \$65.00. Everything like new. Wanted, 44lb. Bruce anchor. 331-5716

WANTED replacement for True North 34. Salvaging MD 17-C Volvo 34H. Must strip for hatch slot 18". Any diesel okay. Will travel anywhere on coast. Price no object. Vern Krohn, 1455 64th St., Emeryville, Ca. 94608.

110 JIB FOR CATALINA 30 Fresh, 4 years old. \$350. Call Dave (415) 687-4139.

60 HP WESTERBEKE diesel engine with paragon 3:1 hydraulic transmission and panel. In running condition. Some spares. (209) 683-4864.

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HOOD ROLLER FURLING BOOM Brand new, still in carton. Fits Aries 32 or smaller boat. Factory will weld to any length (Edimension) from 10 to 16-ft. Current dealer price \$3,150.00 Owner selling boat, will take \$2,200. (415) 331-6167.

ENGINES FOR SALE Model 2003, Marine turbo diesel engine with MS 2B reverse gear or V drive. Brand new \$5,500. Model 2002, 18 hp diesel, 2 cylinder, 4 stroke, compact, fuel efficient marine diesel. Brand new \$3,800. Used Palmer gasoline engine, P-60. 4 cylinder. Good Atomic-4 replacement.

AVON INFLATABLE R310, used once, like new, \$1,250. Dynous inflatable DA 1 oz., used, good condition, \$600. 9.9 hp Evinrude, just complete \$500 overhaul, \$600. 280-ft3/8 B.B. chain, used, good condition, \$110. Pair Cybernet speakers, \$50. (415) 522-3437.

6 PERSON LIFERAFT blocks, winches, misc. hardware, radio, loran, fuel tank, 49 bags of sails from 47-ft. IOR racer much more - call for list (415) 365-9478

HONDA OUTBOARD Fully re-conditioned. 7.5 hp, long shaft, \$750, KM, Swoffer dual range 0-6 or 0-12 knots (new) \$196, toilet, Wileox winner, w/bronze pump (new) \$400. Compass, Ritchie bulkhead mount (new) \$170.00 Gene (408) 263-7633.

CENTERBOARD & TILLER FOR EL TORO or other small sailing dinghy. Custom crafted of fine birch. Like new: only used twice. \$70 for both. Call Steve (415) 383-0903.

TRIRADIAL SPINNAKER 3/4 OZ. off Pearson 10M (34-ft), used 2 seasons, \$750. Storm spinnaker/reacher, 2.2 oz., almost new, \$650. Adler Barbour 12v compressor, just rebuilt, never used, \$350. (415) 435-1257.

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KENYON HOMESTRAND 2-BURNER alcohol stove/oven. Full function controls, gimballed oven, two burners, approx. 20" x 13" x 22". Good condition. Call Roger 676-5881 (days) 372-0995 (eves) \$300.

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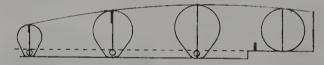


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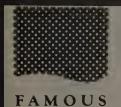




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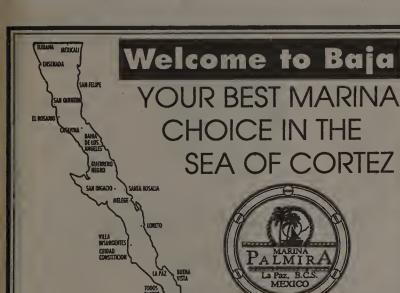
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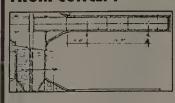
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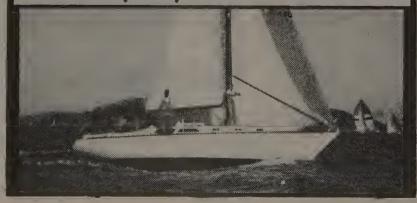


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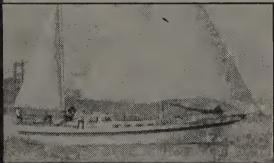
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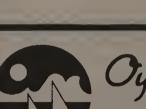


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- 24' 110
- 24' Venture
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37' TAYANA Cutter, '83\$ 89,500	36' UNIFLITE HOUSEBOAT, '70\$ 23,000
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26'	SPIDSGATTER OFFERS	44'	CSY Cutter99,000
27'	VEGA9,500	44'	HARDIN Ketch 98,000
27'	CAL 2-27 16,500	44'	PETERSON 105,000
28'	CAL, 196711,000	45'	STEPHENS Pajara 35,000
28'	ISLANDER 19,500	50'	RHODES Sloop 110,000
29'	COLUMBIA 15,500	58'	SLOOP Sabrina 99,000
29'	CAL 2-2922,500	60'	Jonathan Swift Stl Slp 85,000
29	ELITE29,000	65'	SLOCUM SPRAY 97,000
30'	SANTANA 30-30 38,500	84'	STONE Schooner 135,000
30'	BRISTOL 30,000	95'	ALDEN Schooner 335,000
30'	Н-28 18,500		
30'	ISLANDER BAHAMA 38,500		
30'	CATALINA24,500	SE.	LECTED POWER BROKERAGE
31'	CHEOY LEE Ketch 24,900	20'	LUGER 7,500
31'	COLUMBIA 9.6 30,500	25'	ALBIN 9,850
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36'	ISLANDER, 1979	3B' CARVER, 1987\$185,000
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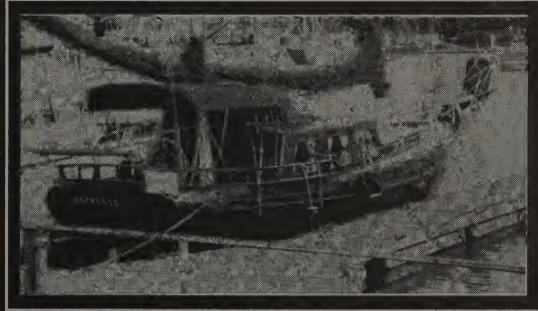


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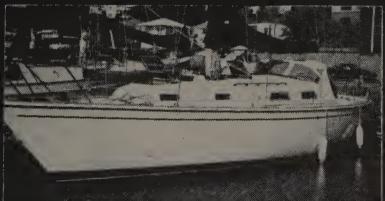
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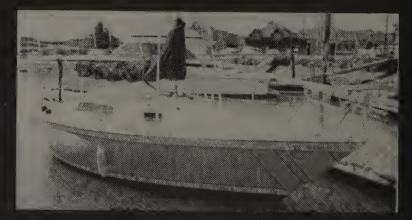
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